

ALL HANDS

APRIL 1983



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Harrier Ops at Sea

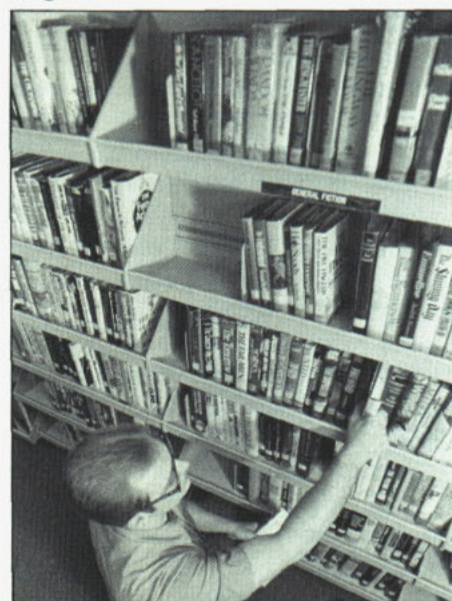




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ALL HANDS

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Back: A Marine radioman relays information from the beach to advancing NATO units during Northern Wedding '82. Cover photos by JOC James R. Giusti.

Inside front: A plaque-mounted bell, modeled after USS *Ranger's* (CV 61) ship's bell, is presented to Queen Elizabeth II and Prince Philip by *Ranger's* Man of the Year Aviation Fire Control Technician First Class James L. Baker. Photo by PH1 Michael E. Denson.

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Naval War College

Its Job is

Story by JO1 Gary Hopkins

Artists and war have little in common. Art is a creative process. War is destructive. So, in a sense, it is ironic that the words embodying the philosophy of the Naval War College in Newport, R.I., were spoken by an artist—a world-renowned sculptor who has donated many of his works to that college:

“Since wars begin in the minds of men, it is in the minds of men that defenses of peace must be constructed.”

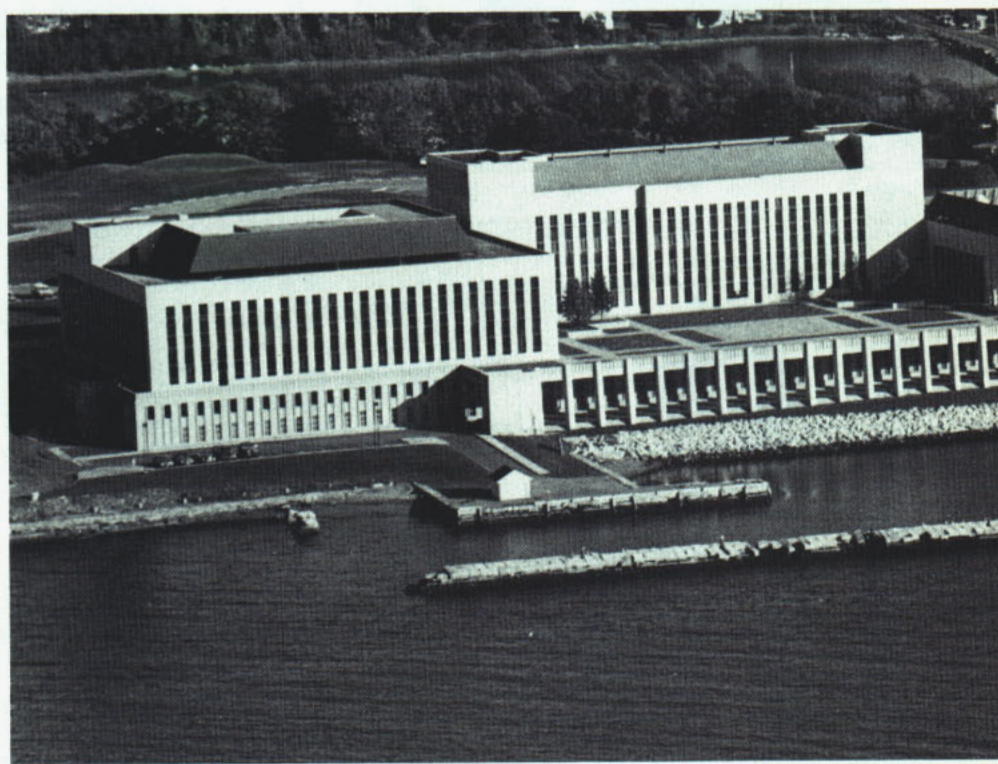
Dr. Felix de Weldon

Yet in another sense, it is not so ironic that those words were spoken by an artist, because at the Naval War College, the prevention of war shares top priority with the winning of war.

“The first and most important job of the military is to prevent war by being clearly prepared and vigilant in the eyes of potential aggressors,” said Rear Admiral James E. Service, Naval War College president. “But once involved in a war, we must be prepared to win that war and end it as soon as possible.”

The Naval War College, then, has a responsibility steeped in irony: to teach students to become the elite both in preserving peace and in leading men in war. In this modern era, when one considers the consequences of what could happen were the United States to become involved in a war, that responsibility is enormous.

Accordingly, the academic life at the college is intense. To accommodate the pace, the library and study areas are open 24 hours a day, seven days a week, 365 days a year. Estimates for the reading required of each student run as low as 500 pages a week to as high as 1,000 pages a week.



“I’d say an average day would be an hour and a half to two hours in the library and about 10 hours putting things together—writing, reading, thinking,” one student said. “We do a lot of reading here. It’s a lot of work—a lot of work. You don’t get much time for yourself. But it is fun.”

The students are at the very least prepared for the intensity of the programs in which they study. According to Admiral Service, all U.S. Navy officers attending the college must be “clearly superior performers” and must be designated by a Naval Military Personnel Command selection board.

He spoke about the caliber of officers attending the war college: “This college accepts officers who have, through their performance, shown themselves to be superior officers in

leadership and achievement. What the college tries to do is improve their comprehension, education, thinking . . . give them a wider view of the Navy than they had before so that when they leave here, they are more efficient, effective and better able to contribute to the defense of our country.”

In addition to U.S. Navy officers attending the war college, officers from all other branches of the armed forces are admitted, including U.S. Coast Guard officers and Department of Defense civilians. All students attending the college are equivalent to or are senior to lieutenant commander.

Naval officers from other countries are also admitted. Eighty countries—ranging from Australia to Zaire—have been represented by their naval officers at the Naval War College.

to Educate



Left: An aerial view of the Naval War College on Coasters Harbor Island in Narragansett Bay, Newport, R.I. Above: Rear Admiral James E. Service, Naval War College president.

—Photos by PHI (AC) Paul Salesi and JOI Gary Hopkins

The two principal programs at the college for U.S. Navy officers are the College of Naval Warfare, for senior officers at the commander/captain level, and the College of Naval Command and Staff, for officers at the lieutenant commander level and for those just frocked to commander. The international naval officers study in two nearly identical programs: the Naval Command College, for senior international officers, and the Naval Staff College, for intermediate international officers.

"The senior programs concentrate heavily on analysis and decision making," Admiral Service said. "The emphasis in the intermediate programs is on options-finding and writing. A senior officer is expected to be able to analyze information and make deci-

sions, a young officer must show the ability to gather information, define options and present them."

There are three core courses taught in each program, whether U.S. or international, senior or intermediate. They are policy and strategy, defense economics and decision making, and naval operations. The programs are conducted in trimesters over a 10-month period, except for the intermediate international program, which is just five months long.

Each core course is tailored to the specific program in which it is taught. For example, the policy and strategy course in the College of Naval Warfare is a bit different from the same course in the College of Naval Command and Staff, or the Naval Command College or the Naval Staff College.

However, the policy and strategy course educates students in the intricacies of foreign policy and military strategy and the relationship between the two.

The defense economics and decision-making course concerns itself mainly with a country's production capabilities as they relate to the development of new technology and the manufacture of ships and weapons, with an eye as to what might be needed 15 or 20 years in the future. To quote from the Naval War College Catalog, the course also touches on "major behavioral and management control issues influencing national security decision making, policy implementation, and change."

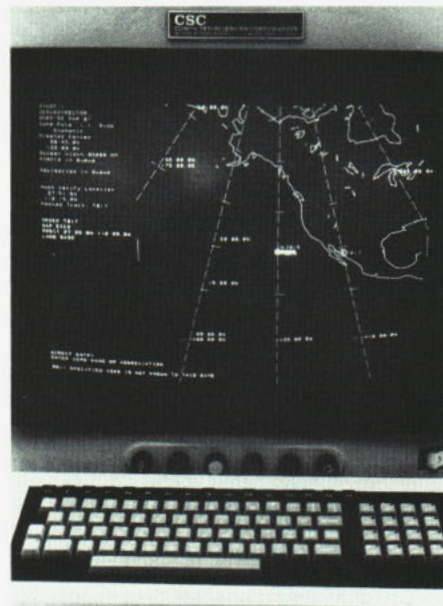
The core courses in naval operations concentrate on naval strategy and tactics, both in peacetime and during war.

The Strategic Studies Group, another area of the CNWS, is composed of Navy and Marine Corps officers (six Navy and two Marine Corps in the '82-'83 academic year) who are hand-picked by the Chief of Naval Operations following their command tours. "They are selected as being among the very brightest officers below flag rank," Murray said. "They come to the war college for a year of study and research and present their proposals on strategy, tactics and naval warfare in general. Their job is to use their experience and background in order to write

Students can actually evaluate concepts and can fight wars with computers in a classroom environment.

Students in the war games can operate out of any one of 22 command centers. They receive the same type of information a ship's command information center would receive. The command center might simulate the bridge of a carrier, the war room of a staff headquarters, the operations center of a task force commander who has surface ships and submarines under his command, or a variety of other nerve centers.





The war gaming center is a vehicle for testing ideas and concepts any student at the war college might have, just as the Naval War College Press, the fourth area of the CNWS, is a vehicle through which scholarly writings of war college students may be presented to a wide audience. The primary publication of the Naval War College Press

is the *Naval War College Review*, the bimonthly professional journal of the war college.

The Naval War College Press, however, also publishes books on naval strategy, history, tactics and other topics of naval interest.

The CNWS is the newest development in a college whose history spans

Top: Student Lt. Cmdr. Ruth C. Shaughnessy in her study area. Above: On this video-display screen in the Center for War Gaming, operators can track missiles, aircraft, ships and submarines—both friendly and hostile. Left: The game floor at the Center for War Gaming.

nearly a century. It was 1884 when Secretary of the Navy William E. Chandler founded the Naval War College—the oldest continuous war college in the history of the world—and appointed then-Commodore (later Rear Admiral) Stephen B. Luce as its first president.

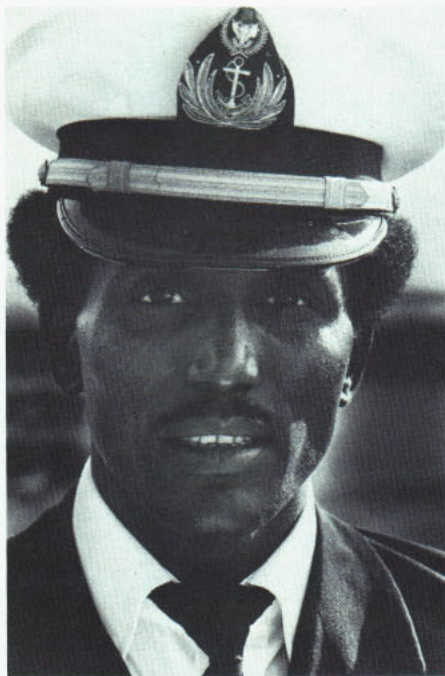
Luce went to the presidency of the war college realizing that the United States was extending itself to the far reaches of the world. He was dismayed to find that there was no place in the U.S. Navy where the relationships of naval power, international politics and new technology could be studied. He described the war college as a place where senior naval officers could study statesmanship and brinkmanship (or the prevention of war) and could delve into research.

Inwardly, the college hasn't changed much since the days of Luce and, of course, Alfred T. Mahan, who succeeded Luce as the war college's second president. Students today are taught much as they were in 1884. Lectures, seminars, war gaming and long hours spent researching still predominate, although the war gaming now uses sophisticated computers rather than enormous table tops and models of ships. Guest lecturers such as former Secretary of State Henry Kissinger visit the college to bring their knowledge to the students.

Yet outwardly, the change in the college is evident. The quiet, academic atmosphere is still there; but the buildings that house the Naval War College reflect its 98-year history—from the simplicity of the colonial-style Founders Hall, built in 1819, (the first war college classes were held there in 1884) to the contemporary graphic look of Spruance, Conolly and Hewitt halls, completed in 1972, 1974 and 1976, respectively.

In keeping with the scholastic atmosphere, uniforms are worn only for certain occasions. According to Wentz, the quest for free and unfettered exchange of information and ideas won't be hindered by the thought that one person is senior or junior to another.

"The job of this institution is to



educate," he said. "Don't forget the difference between train and educate. You can train a monkey to pull a lever, but education is the process of looking at various things and trying to get perspective and reasoning as to what's going on. A Navy officer comes here and studies, writes and is educated on the business of the naval profession—preventing war, terminating war or winning war."

Yet the Naval War College doesn't accept only line or surface warfare officers. Supply Corps and Judge Advocate General Corps officers attend, as well as Medical Corps and public affairs officers. In short, any officer designator, men and women alike, is likely to be found at the college in any given

Top: Capt. R.E. Beedle, Capt. C.E. Armstrong and Col. T.L. Gatchel, members of the strategic studies group, brainstorm while looking over a nautical chart. Top left: Maj. Abdulla Elamin of the Sudanese navy. Above: Although the academics are demanding, Cmdr. Mike Ruth shows a sense of humor. He donned an old leather flight cap, goggles and a scarf while giving a defense analysis critique brief to classmates.

academic year. "They all grapple with the same types of strategic and management problems," Wentz said. "If you're going to serve someone who is in charge of a fleet, you've got to know what some of the problems are that they're concerned with.

"Here, a public affairs officer or a Supply Corps officer can be exposed to things that a four-star admiral has to think about. They have a greater ap-



Top: Chairman of the Joint Chiefs of Staff General John W. Vessey Jr., USA, meets with members of the strategic studies group. Left: Cmdr. Marshall Hall in the corridor connecting the older buildings of the college with the newer Hewitt, Conolly and Spruance halls.

preciation and can better work for, support and help carry out the mission if they know some of the pressing factors.

"You're also taught to run big organizations with big problems. You're just not born with the ability to manage, say, a 600-person organization with a budget of \$30 million. You have to be taught.

"If the college is successful, an of-

ficer will walk out the door better able to deal with the challenges that he or she will face as a decision maker in the Navy," he said.

"It's learning how to do more with less—improve our strategy, improve our ships and weapons systems of the future. The people coming through here are really going to be the people whose ideas are incorporated into the Navy of the future.

Many of our students have flown the skies and operated in the waters of Vietnam. They have been shot at and have shot back. They have the experience and background to devise strategy and tactics that will allow us to prevent a war or win a war of the future. It's not just enough to have flown combat sorties or amassed a great deal of experience. You have to take some time to sit down and translate that experience into strategy for the future.

"This is the place where it can be done." ↓

In February, the Naval War College launched a new program in which an elite group of recently detached commanding officers arrived in Newport to contribute their recent command experience to strategic and operational studies. At the same time, these officers had their vision and perspective of national security matters enriched and expanded by interaction with resident students, faculty and researchers. Only the top performers among commanding officers are screened for this naval war college assignment.



Outreach at Its Best

How many toys are bought in Navy exchanges each day by Navy and Marine parents just to appease a toddler? Toys are bought on impulse to stem the flow of a child's tears.

Parents often think nothing of grabbing a low-priced doodad off the shelf and giving it to the little one.

Junior's tears disappear. But in the next aisle, he spots another goody and goes into his act all over again. Why not? If it worked once, it could work again.

In another part of the world, however, it's a far different story. Marines from the dock landing ship *USS Portland* (LSD 37) stand aboard one of their trucks in Matadi, Zaire, and toss toys to dozens of local children who rush about laughing as they catch the toys with the finesse of first basemen. Here there are no tears, only grins and laughter.

Some of these children no doubt wonder what it's all about—these visi-

tors showering them with gifts. The wonder doesn't linger long; the joy of the moment overcomes all.

The sailors and marines of *Portland* know what it's all about. It's a mixture of operation handclasp, the Christmas season, the basic American desire to help kids and the needy and, of course, WATC '82—West African Training Cruise.

There's a real need in a country like Zaire, the poorest and second most

populated country of the 13 African nations visited last November during WATC '82 by *Portland* and two other ships, *USS O'Bannon* (DD 987) and *USS Blakely* (FF 1072). The 27.1 million people of Zaire live in an area about the size of the United States east of the Mississippi River. The average income of this equatorial, hot and humid country is only a few hundred dollars a year. That kind of economy hardly generates a need for a toy mar-



Left: Happy children with toys given to them by Marines when they visited Matadi, Zaire, during West African Training Cruise '82.

Right: Children on the receiving end when the toys were delivered.

ket, let alone a need for other luxuries most Americans take for granted.

Once known as the Belgian Congo, the Republic of Zaire emerged as an independent nation in June 1960; for a time it was called the Democratic Republic of the Congo. In this nation with more than 200 tribes, only 2 percent of the land is cultivated or used for pasture. What wealth there is comes from processed and unprocessed minerals, along with some consumer products such as textiles and footwear. Poverty, however, is the main concern, and U.S. foreign aid tries to keep things afloat.

Zaire doesn't have much of a navy simply because it has a small coastline—actually only a river entrance on the West African coast. *Portland*, in order to reach Matadi inland to distrib-

ute handclasp material, had to travel 100 miles of the Zaire River from the coast.

Primary purpose of the West African Training Cruise is to carry out training with West African navies and, as well, a U.S. State Department-sponsored goodwill cruise to Nigeria, Liberia, Sierra Leone, Senegal, Gabon, Equatorial Guinea, the Ivory Coast, Guinea, Gambia, Cameroon, Togo, Guinea-Bissau and Zaire. Under command of the Commander South Atlantic Force, U.S. Atlantic Fleet, Rear Admiral James S. Elfelt, the three ships of WATC '82 made up Task Force 138. The force was a spinoff of a larger group which took part earlier in UNITAS XXIII, the U.S. Navy's annual training exercise with South American navies. The 1982 UNITAS

operation was somewhat curtailed because of the Falklands Campaign.

Ships and units participating in the UNITAS portion of the exercise were USS *Preble* (DDG 46) with Captain Grant A. Sharp, Commander Destroyer Squadron 32 embarked; USS *Tinosa* (SSN 606)—later relieved by USS *Gato* (SSN 615); two P-3 *Orion* aircraft from Patrol Squadron 45; and a drone detachment of Fleet Composite Squadron Six embarked in USS *Blakely*.

USS *Preble*, DesRon 32 and USS *Gato* went on from UNITAS to participate in the exercise Allied Caribe III.

The manner in which *Portland*'s crewmen delivered toys in Zaire was an exception to the way operation hand-

Visiting foreign naval officers (below) look over a static display aboard USS Portland (LSD 37).





clasp material—everything from schoolbooks and sewing machines—is normally delivered. This material certainly is not tossed from trucks. That method is only put into play when sailors meet kids, and sailors—or marines—have something they know the kids want.

This has been going on wherever U.S. forces encounter kids in foreign lands. It reached a state of the art in World War II when every kid in Europe knew American troops were a source of chocolate candy bars.

Basically, handclasp material is donated by private industry and civic organizations for distribution to needy people of nations the U.S. Navy visits. The glue that holds it together—the factor that makes it work—is the Navy. Such goods are carried on a space-available basis to the four corners of the world and distributed on arrival by Navy men and Marines. On the receiving end are schools, hospitals, missions, orphanages and charitable organizations.

Nor do our visiting sea service people stop at just delivering the goods.

They undertake civic action programs whenever time, people and material permit. In the case of *Portland's* three-day visit to Matadi, officers and men got together and painted two schools, a hospital, and managed, as well, to install a new roof on one of the schools.

Whether in Libreville in Gabon or

Dakar in Senegal or Abidjan on the Ivory Coast, visiting American sailors and marines come face to face with a culture shock for which few are prepared and which could be termed overpowering.

About the only things the nations visited have in common are poverty and climate—tropical, hot and humid. Many of the countries trace their modern beginnings from the arrival of the Portuguese, English, French and—sometimes—German explorers and settlers.

These modern beginnings involved conquest, spoils and the scourge of European man, slavery. That's the modern beginnings. The real beginnings of the area around and below West Africa's bulge can be traced to prerecorded history, as far as the Stone Age, particularly in the case of Zaire and Senegal. More than 2,000 years ago, Nigeria had an advanced culture known as the Nok, and they produced sophisticated terra cotta sculpture. In Guinea, from the 10th to the 15th century, the empires of Ghana, Mali and Songhai existed. Archeologists, today,



Above: A Marine drill team puts on an exhibition during a West African port call. Right: Visitors tour USS Portland (LSD 37) during WATC '82.

have traced the very roots of modern man to this area of the world.

In the late 15th century, Portuguese navigators and explorers journeyed down the western coast of the continent in search of a water route to the Indies and its fabled spices. It took them years to venture down the southern extremity of the continent (in those days, the world was flat), and, in the interim, they set up forts and "trading" stations. The latter quickly evolved into centers for a booming slave trade.

Not to be outdone by the Portuguese, the Englishman John Hawkins arrived in Sierra Leone in search of slaves in 1562; Sir Francis Drake followed in 1580.

The British had a change of heart concerning slavery about the time of the American Revolution and began transporting "Nova Scotians" to Sierra Leone from the New World. Four hundred freedmen arrived in 1787, and another 1,000 set foot there five years

later. "Nova Scotians" were black refugees from the newly independent colonies—the United States; they had fled to Nova Scotia during the Revolution.

The next influx of freedmen took place in Liberia in 1816 when the American Colonization Society was given a charter to send freed slaves to Africa. The first settlers arrived in Monrovia in 1822.

The per capita income of this area is one of the lowest in the world, according to late 1970's statistics—figures like \$170 for Guinea-Bissau and \$319 for Togo reflect the norm, not the exception. The one bright spot, perhaps, is Gabon—also late 1970's figures—which has the highest per capita income of about \$4,500. The next highest is Cameroon with \$628 reported. Gabon, like Nigeria, has petroleum. The other nations have products like timber, yams, coffee and palm oil.

The face-to-face culture shock for American sailors and marines who call at ports in Western Africa comes from



the almost unbelievable sight of poverty. And it's inescapable—it's everywhere. The shock becomes greater when visitors see more smiles than tears among the people. The area is a study in human contrasts and emotions. Then, there's a life expectancy which ranges from a low of 35 years in Guinea-Bissau to a high of 46 in Sierra Leone.

Language is something of a barrier, but of the 13 countries visited by the three ships during WATC '82, English is primarily spoken in four of them: Liberia, Cameroon, Nigeria and Sierra Leone. French is the primary or official language of the other nations, except Guinea-Bissau, where Portuguese is the official tongue.

For the ships taking part in WATC '82, demonstrations of amphibious capabilities took place in only three of the nations visited. For the most part, humanitarian goals overtook military goals at places like Douala, Cameroon and in Lome, Togo.

While in Cameroon, American visitors—sailors and marines alike—held picnics to which local citizens were invited. Visitors were treated to tours and static displays aboard *Portland*



West African Training Cruise '82 was, in reality, a goodwill cruise to 13 nations. Sailors and Marines took part in sporting events, hosted barbecues and met with local citizens; where language failed, a smile was the answer.



while American businessmen invited sea service people to their homes for dinner and relaxing conversation. Local American embassy officials also made a point of inviting sailors and

marines to barbecues and organized tours as well.

In Togo the latter part of November, marines and sailors continued their goodwill mission by sponsoring sporting events, tours and representing the United States at various other events. The primary goal was to strengthen the bonds of friendship.

As one Marine, Sergeant Gilbert Loera aboard *Portland*, put it, "It makes you feel real proud and kind of special to help directly those in need.

"I've always felt good about donating to charities, but there is no feeling to compare with actually being there with people who need your help. There is no greater pleasure than seeing how happy it makes them."

When it came to sports, the outcome was predictable—the West African teams came out on top in soccer; the Americans held their own in basketball. No matter the sport, each contest was followed by a party or a cookout.

And where language failed, there was always sign language and the most international language of them all—a smile.

Following a final amphibious assault exercise at Abidjan, Ivory Coast, in mid-December, West African Training Cruise '82 came to an end and the American ships headed west for the states. With their departure came another shock—the sailors and marines were leaving lands of great need for a land of great wealth.

But how do you explain such a thing to a little one back home? After all, West Africa is half a world away and what does one do with yams and palm oil?—JFC

(*All Hands* is grateful for information and photos supplied by USS *Portland* as well as similar input by Capt. J.C. Farrar, USMC, LCpl. Patrick Whalin, USMC, and JO1 Gary Miller—all helped make this presentation possible.)





There's No Place Like Home

More than 300 family members and friends gathered on the pier. Willie Nelson's song, "You Were Always On My Mind" filled the air along with more than 5,000 brightly colored balloons. Several small Navy boats conducted precision drills in the harbor waters ahead of an incoming ship. An airplane flew overhead trailing a sign, "USS *Kiska*: You Were Always On My Mind."

No matter where you go, it's always great to return home. And when the 386 crew members of the *Concord*, Calif.-based ammunition ship USS *Kiska* (AE 35) returned after 156 days in the Western Pacific and Indian Ocean, the event was spectacular.

During the 6½-month deployment, *Kiska* and crew were assigned the special mission of disestablishing navigational aid sites on the Indonesian Islands of Lari Larian, Togo Togo and Dyang Dyangan. Using two CH-46 helicopters of Helicopter Eleven Detachment Eight (stationed at Naval Air Station North Island, San Diego), *Kiska* safely recovered all equipment, cargo and people from the three sites in 11 days.

This type of operation is standard for the crew of the Navy's newest am-

munition ship. During the numerous vertical and conventional replenishment evolutions conducted at sea, *Kiska* transferred more than 2,335 tons of freight, 1,668 people, 14,800 pounds of mail and 4,219 tons of ammunition.

Not without recognition, *Kiska*'s crew earned the Battle "E" for the third consecutive time by excelling in training and readiness. The crew also was cited for rescuing 83 Vietnamese refugees when *Kiska* was in the South China Sea en route to operations in the Indian Ocean.

For the final leg of the deployment, 44 guests—"Tigers"—embarked at Pearl Harbor for a week of activities, including viewing the crew taking part in battle evolutions.

Kiska rendezvoused with USNS *Taluga* (T-AO 62), about 50 miles from Hawaii for an afternoon of replenishment exercises designed to provide the ship's junior officers with shiphandling experience. The guests were free to observe these routine operations which

included underway replenishment forward and amidships and vertical replenishment aft by *Kiska*'s helicopter detachment.

In order for the Tigers to see the full range of activity possible during a replenishment exercise, Lieutenant Junior Grade David Dobbs was transferred from *Kiska* to *Taluga* and back again by highline. The two ships also



Above: SH2 Thomas Martinez gets a warm family greeting upon his return from *Kiska*'s deployment. Right: EM2 Nelson Luesse in front of the Sha Tin floating restaurant at Aberdeen, Kowloon. "If only my friends back home could see me now."



RM2 Kim Patillo re-enlists aboard USS Kiska as it passes under San Francisco's Golden Gate Bridge. Patillo was given his oath of re-enlistment by Lt. Kelly Klein. At left is commanding officer Cmdr. A.G. Balian.

conducted maneuvering drills, including practice approaches.

So that boredom wouldn't count among the Tigers' experiences, *Kiska's* crew conducted other basic evolutions, including flag hoist and tracking drills,

to allow the ship's signalmen and operations specialists to demonstrate their skills. A mock aircraft crash and fire drill conducted on the helo flight deck allowed guests to see crew members demonstrate their rescue and fire party expertise.

A naval ship deployment is not all work. Certainly one of the highlights of the deployment came during a nine-day visit to Australia. During that call, *Kiska* was berthed at Australia's Station Sterling, about 20 miles south of Perth in Western Australia.

The Australians arranged several tours of nearby areas. One tour featured towns outside the port city area and included historical sites where the country's first farming communities were established. Social events were another highlight. The first night in port included free admission to the races and a gala at the Fremantle overseas terminal.

"I enjoyed Australia most of all because it reminded me of home," said Yeoman Third Class Barry Carr. During the ship's stay, many Australian

families invited *Kiska* sailors into their homes and took them on personal guided tours of the countryside.

In return, *Kiska* hosted a luncheon for the officers of the Australian ships *Stirling*, *Moresby* and *Aware*. *Kiska's* galley prepared a special cake decorated with both American and Australian flags; it was jointly cut by the commanding officers present. A tour of the ship followed.

Later in the deployment, *Kiska* stopped at Hong Kong for four days' liberty. New experiences includes visits to the American Serviceman's Center at Fenwick Pier and the China Fleet Club.

Many sailors took advantage of the beautiful weather for a tram ride to the top of Victoria Peak to view the "city by the bay." The setting reminded some of the crew members of San Francisco, near their home port.

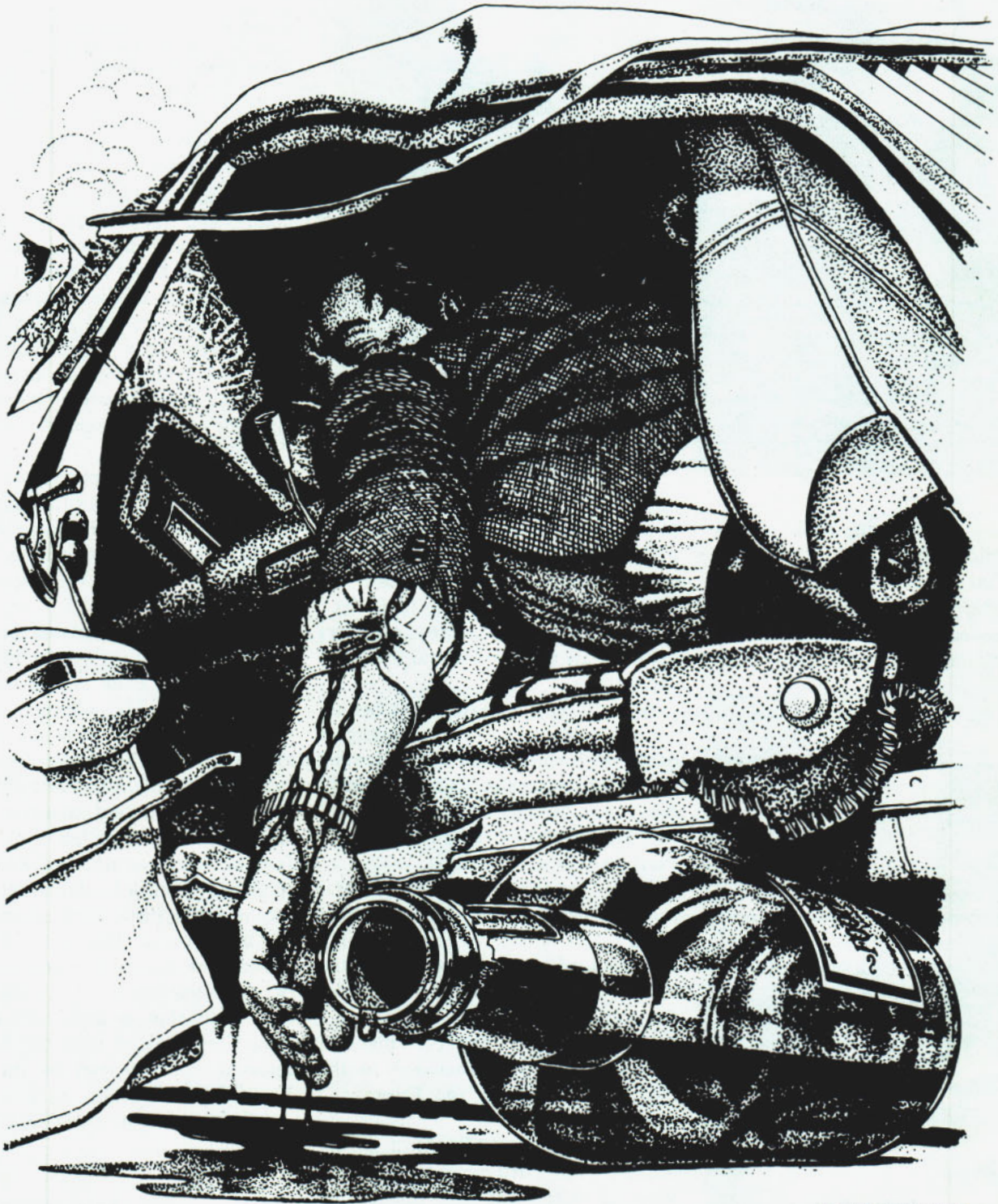
The port visits, tours and entertainment came in second, however, to the excitement of coming home and seeing familiar faces again. As *Kiska* approached Concord, thoughts of the recent deployment were pushed into the background. The joyful reunions ahead were more important than any of the deployment experiences. The men knew that as their released balloons intermingled with the balloons released from the pier by the *Kiska* Wives Support Group, so would they soon be joined with their families.



—Photos by Lt. Bill Dobbins and JOSH Bob Warner, USS Kiska (AE 35)

A Sobering Look

By JO1 Dale Hewey



*Artwork courtesy of
Air Force News Service*

In the darkness of an early Saturday morning, two Navy men assigned to VP-44 at Naval Air Station, Brunswick, Maine, were returning home when an oncoming car suddenly swerved and struck them head-on. The combined speed of the impact was 102 miles per hour.

One of the Navy men, the driver, was killed instantly. The other, Chief Aviation Storekeeper Michael E. Green, was injured critically. Green actually died but was resuscitated three times—once in the ambulance on the way to the hospital, once in the emergency room and once on the operating table. He lives today and tells his story (in a letter) of rehabilitation and the cause of the accident: drunk driving.

"I have no memory of anything for two days prior to the accident or for 45 days afterward and even the 15 days after that are vague. Most of my information comes from people or newspaper clips. The impact was such that the car was almost cut in half. It took the fire department and rescue unit 30 minutes to extricate us. If all this had not happened, in five more days I would have been on my way to Okinawa."

The driver of the other car was treated for head and internal injuries and was later arrested for driving while intoxicated. This man is a member of a group considered to be the most dangerous in society: drunk drivers.

In 1981 alone, 26,000 people were killed—and another 775,000 injured—by common, everyday folks, most of whom were just out for a good time, a few beers after work with the gang or at a party. They don't mean to be dangerous, but they are. And there are a lot of drunk drivers on the road. The National Safety Council estimates that about 10 percent of the drivers on the road on weekend nights are legally intoxicated. At all other times, you can expect that one out of every 50 cars coming at you on the road has a drunk driver behind the wheel.

Drunk driving is as dangerous as war. If you don't believe that, then consider that in World War II 292,000 Americans were killed. In the last 10 years, more than 275,000 people died in this country in accidents involving alcohol. The injured number in the millions.

"The doctor tried to prepare my parents that I was going to die. I had a broken rib which had severed an artery of my heart and punctured both lungs. I had a number of cuts and bruises, my collarbone was broken, and I was so swollen I looked a hundred pounds heavier than usual. I was in the civilian hospital for 60 days. During this time, I had several operations for collapsed lungs. I had gall bladder and kidney infections and 5 feet of my intestines were removed. At one time, I remember telling them (the medical people) I just wanted to die."

No dollar amount can be placed on Green's suffering, that of his parents or the parents of the Navy man who died in the accident. But a cost can be given for the two months of civilian hospital care: \$250,000. Green also received months of treatment at a Navy hospital which would have totaled tens of thousands of dollars. His parents racked up expenses for air fare, hotels, meals and long distance phone calls.

The National Safety Council estimates that, at an average cost of \$170,000 per fatality, the loss due to alcohol-related traffic deaths is more than \$4 billion a year. Include the costs of injuries and the total reaches a staggering \$17 billion.

Beyond the pain and suffering of the families involved and the cost of medical attention, there was the "cost" to Green's squadron. Commander R.E. Goolsby, commanding officer of VP-44, wrote:

"Days before we were supposed to deploy, we were sud-

denly without our two leading aviation storekeepers. The impact on the squadron was tremendous. Chief Green was not only needed for ordering supplies but he also was our OPTAR expert. Everyone pitched in, but that meant they were taken away from what they were supposed to be working on. There were extremely long days for everyone, and it was a real struggle for 5½ months. Due to the loss of the men just before an 8,000-mile deployment, morale was seriously affected."

Navywide the cost of drunk driving comes high. It is one of the leading causes of death of military people, with dollar estimates of injury and property damage at \$150 million a year.

But drunk driving is a misleading label because a driver who is not obviously drunk may still be under the influence of alcohol. Some people may walk straight, speak intelligently and maintain an outward appearance of sobriety, but they have a blood alcohol level high enough to make them legally drunk. For example, with a BAL of .10—the legal limit in most states—your chances of being involved in an accident are seven times greater than normal; at .15, the chances are 25 times greater.

Even at half the legal level, your reaction time is lowered 15 to 20 percent. Your night vision is impaired. Your peripheral vision is narrowed. Your sense of speed and distance is less accurate. Perhaps most dangerous, your judgment is affected so that you drive faster, more recklessly and develop a "so what" attitude about problems on the road. This all spells trouble. You become an accident waiting to happen.

In the midst of an outcry against drunk driving spurred on by such groups as Mothers Against Drunk Drivers and Remove Intoxicated Drivers, most people agree that the problem is serious. The question is, what to do about it?

Drink and drive?



Sounds fine to me.

According to recent studies, the best deterrence is to assure drunk drivers that they stand a good chance of being caught and punished. In Maryland, the police have been operating random roadblocks since November 1981. These sobriety checkpoints are little more than brief stops for most motorists. But if an "alcohol detector" gets even a whiff from the car, the driver is asked to get out and take the traditional sobriety test: walking a straight line, reciting the alphabet and touching the index finger to the nose with eyes closed. Just during the first quarter of 1982, Maryland police arrested 287 percent more drivers for DWI compared to the same period in 1981.

Some states use a "quick punishment" method of apprehension. If suspected drunk drivers refuse to take sobriety tests, their licenses are revoked for six months. If they take the test and fail with a blood alcohol level of .10 or more, their licenses are revoked for 90 days. And licenses are revoked immediately. Police are authorized to take the person's license on the spot and issue a temporary seven-day permit. The driver then has seven days to appeal or lose the license for at least 90 days.

Another way to combat drunk driv-

ing is to make alcohol less available to those most likely to abuse it.

During the past five years, 19 states have raised their drinking ages to prevent drinking and driving by teenagers. A study shows that when one state raised its minimum drinking age to 21, the number of alcohol-related accidents dropped by 31 percent. Researchers from the Insurance Institute for Highway Safety have also found that states that have raised their drinking age have had a reduction in fatal nighttime crashes.

The Navy also has beefed up its campaign against drunk driving. Commanding officers must now ensure that any person found guilty of DWI will not be allowed to operate a motor vehicle on a naval base for one year. Additionally, the offenders must complete the 36-hour Navy Alcohol Safety Action Program before base driving privileges will be reinstated.

Is this much ado about nothing? Hardly. One out of every two of us will be involved in an alcohol-related accident sometime in our lives. And the costs are enormous: \$24 billion annu-

ally in property damage, loss of wages, medical and legal fees. More than 25,000 dead every year, not to mention the emotional pain to the victims' families and friends.

Why do people continue to drink and drive? One shocking fact stands out. People drink and drive because they think they can get away with it. This can be a fatal mistake.

There's really no defensive driving technique against drunk drivers. You simply have to get them off the streets. And that's just what the federal and state governments are planning to do. If you or a friend drinks, don't get behind the wheel until you're sober. Better yet, get someone to drive you home. Although you may feel great, your driving will be impaired. You're asking for a fine, a jail sentence, license suspension—or worse.

Let's take a sober look at drunk driving. If we stop and think before we drink and drive, maybe people like Green and his friend won't have to pay such a heavy price for a simple drive home.



ALL HANDS

Savings Bonds Go to Market-based Interest Rate

The most significant change in the 40-year history of the Savings Bonds Program occurred Nov. 1, 1982. On that day, the interest rate was changed from a fixed rate to a market-based variable rate. This change will keep the interest rate competitive during periods of changing market conditions.

Q: *How does this market-based interest rate work?*

A: Under the market-based interest system, new bonds and those already outstanding receive 85 percent of the average return on five-year treasury marketable securities when held five years or longer after Nov. 1, 1982. The rate will be adjusted each six months to reflect the average yield. Interest for the period Nov. 1, 1982, to April 30, 1983, is 11.09 percent. The interest rate for the period May 1 to Oct. 31, 1983, will be announced May 1, 1983.

Q: *So far, so good. But what if interest rates drop?*

A: A guaranteed minimum rate of 7.5 percent has been set for newly issued Series EE Bonds held five years or longer. In other words, should bond interest drop to 7 percent, or even 6 percent, your savings bonds are guaranteed to earn 7.5 percent. The guaranteed minimum rate for outstanding bonds (bonds purchased prior to Nov. 1, 1982) is generally higher.

Q: *OK. Let's look at the other side. What if market rates go very high—say to 20 percent or more?*

A: Regardless of how high market rates go, your bonds and notes will

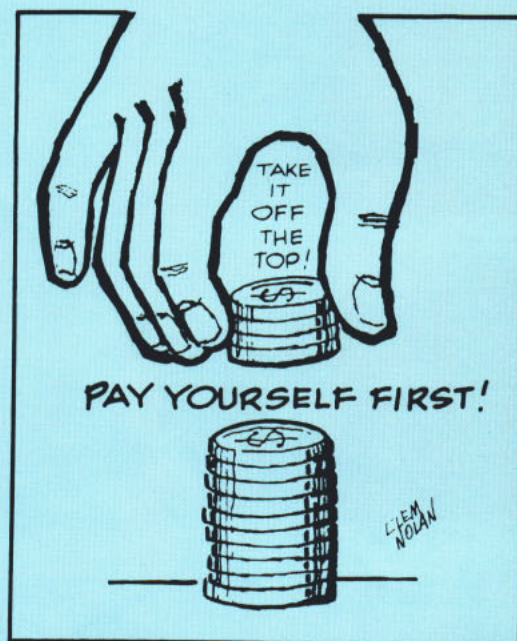
earn 85 percent of the average yield on five-year treasury marketable securities during the holding period, if held five years or longer. In the unlikely event that market rates averaged 20 percent during a six-month period, the interest rate for the following six-months would be 17 percent.

Q: *Any changes made in the safety or tax features of bonds?*

A: No. Savings bonds will continue to be replaced by the treasury when lost, stolen or destroyed. As for tax features, your bonds continue to enjoy exemption from state and local income taxes—and your federal tax may be deferred until the bonds are cashed or reach final maturity. Also, you still have the option to continue tax deferral by exchanging your E and EE Savings Bonds and Savings Notes (freedom shares) for current income producing Series HH bonds. Further tax advantages can be realized by purchasing bonds in the child's name as owner with a parent as beneficiary (not co-owner). This way you can provide a source for your child's education that may be tax free.

Q: *What are the denominations and purchase prices of EE Bonds?*

A: Series EE Savings Bonds are purchased at half their face amount. Denominations range from \$50 to \$10,000, but most people buy the \$50, \$75, \$100 or \$200 denominations. Monthly allotments for the purchase of bonds are available starting as low as \$6.25. No other instrument offers market-based interest on as little as \$25—the price of



BUY U.S. SAVINGS BONDS THROUGH THE PAYROLL SAVINGS PLAN!

a \$50 savings bond.

There you have it—a savings instrument that offers just about everything rolled into one:

- **Market-based interest rate**—Your savings bonds will stay competitive with market conditions.

- **Tax advantages**—Federal tax is deferred until your bonds are redeemed and are never subject to state or local income tax. It is even possible to keep taxes to a minimum or zero by using the retirement plan or the education plan.

- **Safety**—Bonds will be replaced with their original issue date if lost, stolen or destroyed.

- **Ease of purchase**—Allotments are in affordable increments. And, once you sign up, your savings are automatic, month after month.

- **Safekeeping**—If you so designate on the allotment form, Navy Finance Center, Cleveland, will hold your bonds in the safekeeping depository. Bonds will be forwarded on request by giving name, Social Security number and address.

Not Difficult, Just Different

By JOC James R. Giusti



The stocky attack fighter banked left. The 2-square acre flight deck drew closer as man and machine approached in a parallel course.

Flight deck personnel suited in green, yellow, brown, blue, red and purple flight jerseys, helmets and life vests watched the approaching aircraft with anticipation as the high-pitched whine of jet engines grew louder.

Then, similar to a runner stealing second, the dark gray *Harrier* roared in over the ship's portside and halted abruptly in midair. Then the plane did an aerial sidestep and waffled down to the steel deck of the USS *Nassau* (LHA 4). No sooner did it land, when another began its landing routine.

Within minutes, 11 *Harriers* from Marine Attack Squadron 321, out of Cherry Point, N.C., were aboard the general purpose amphibious assault ship. The squadron demonstrated rapid deployment of the AV-8A V/STOL fighter recently by flying from the East Coast of the United States to the LHA steaming in the North Sea in support of NATO's Northern Wedding exercise.

"We made the trans-Atlantic crossing to demonstrate our rapid deployment capabilities," said Marine Captain Art Nalls, one of the squadron's

pilots. "We showed we could make the transit, land on a Navy amphibious platform and be ready on arrival to provide close-air support."

For *Nassau's* crew, it was the rare opportunity to work the flight deck with V/STOL (vertical/short takeoff and landing) attack aircraft—one of the most sophisticated airplanes in our nation's arsenal today.

"Air operations get exciting when these planes are on board because they're front-line fighters and are fixed-wing aircraft," said Aircraft Maintenceman Master Chief John E. Welch, *Nassau's* command master chief. "Just watching them come up the portside, slide over and set down is amazing."

"With the AV-8As on board, we have the ability of a quick strike force," added Commander Henry (Hank) L. Clay III, the ship's air boss. "We can react quickly with close-air support for Marines ashore, as well as provide air defense for the amphibious attack force."

Since the Marine Corps received its first *Harrier* in early 1971, pilots have proven the aircraft's worth as both a close-air support and fighter aircraft. The AV-8A's V/STOL capabilities allow it to operate from improvised



An AV-8A V/STOL fighter settles down on Nassau's deck.



A flight deck crewman hoses down a Harrier's intakes with freshwater while other marines and sailors spot aircraft and assist pilots. Routinely, after an operation, marine pilots discuss the plane's performance with their airplane captain.





A Harrier turns to port as it taxis on the flight deck. A Nassau sailor waits along the starboard side to be called into action.



airfields ashore, as well as from the flight decks of most amphibious assault ships. As a close-air support aircraft, it is unmatched in its ability to deliver ordnance quickly.

Marine Corps plans call for an all-V/STOL light attack force as a new version, the AV-8B, is introduced. The latest model boasts nearly double the ordnance payload.

With the V/STOL aircraft aboard, *Nassau* underwent a transformation that made it closely resemble an aircraft carrier. Its 820-foot flight deck normally launches a helicopter amphibious assault force, but the AV-8As employ different amphibious tactics.

While the Navy's LHAs were configured to handle a mixture of helicopters, *Harriers* and *Broncos* on this

North Sea deployment, only *Harriers* and the Marine's aerial reconnaissance aircraft—OV-10 *Broncos*—made *Nassau* their nest.

"VMA 321 extended our amphibious capabilities in a different direction," said Commander Mike J. Klenslow, *Nassau's* operations officer. "We were designed to provide a helicopter amphibious assault from the flight deck. With *Harriers*, we were capable of providing close-air support as well."

"*Harriers* land vertically but that's their only similarity with helicopters," said Clay. "With *Harriers* come the



During this cruise, Harrier pilots made live ordnance runs on NATO bombing ranges. Marine ordnancemen lift the 250-pound bombs into place and then arm them. Meanwhile, flight deck crewmen move other planes about the deck.

noise, heat and the accompanying dangers of handling tactical fighters on the flight deck.

"They require a clear deck for take-off, and we have a deck foul line similar to a carrier's. But we can launch aircraft faster than a carrier and recover them without the necessity of turning into the wind. And we can recover them at different spots along the flight deck."

The Marine Corps' tactical attack fighter not only brings with it amphibious assault changes but also operational changes.

"Tactical jets and their movements

demand a much higher operational tempo. Even so, *Nassau's* crew is happy when they're active and have aircraft to launch," said Clay.

"With boats in the well and planes on the 'roof,' duty in *Nassau* is a continual learning experience," added Welch. "Every day is a new experience with something going on all the time. The tempo and performance never come down, they just stay up."

The changeover to fighter aircraft required careful and cautious planning by *Nassau's* people as the tempo picked up. With some planes taxiing into position and others stacked up behind each



Flight deck crewmen hold an early morning FOD walk down before flight ops is sounded. As launching draws near, sailors gather on the flight deck. One last check, as the assistant flight deck officer scans the chalkboard flight information a seaman passes to a Marine pilot before takeoff.



other for takeoff at 10-second intervals, the flight deck environment changed dramatically. The AV-8As blasted down the 500-foot runway during a takeoff.

"Harriers are a much greater challenge to our operations because of their speed and the speed with which we have to react," said Klenslow. "Safety is always a concern."

"The pace may not be as hectic as that on an aircraft carrier but the hours are just as long," said Welch.

Nassau's safety record and smooth operations in the North Sea with Harriers were the result of predeployment training with VMA 321. The flight deck crew trained with the squadron at Cherry Point. This was followed by four days of air operations familiarization aboard ship.

"A lot of the credit goes to the Marines," said Welch. "They came aboard ready to operate and helped make the overall performance just great."

"It's the sailors and marines who make Nassau because they pull together and support the mission. They're proud of their ship and their job."

Although Harrier operations added a different dimension to an amphibious assault exercise, Nassau and its other Tarawa-class sister ships are a rare breed. LHAs are the second largest ships in the Navy. Nassau's mission is to embark, deploy and land elements of a Marine landing force in an assault by helicopter, landing craft, amphibious vehicles or by a combination of these. Thus, it possesses the capabilities of the LPH, LSD, LPD and LKA classes of amphibious ships.

"The LHA can carry out all the missions normally conducted by several classes of ships," said Rear Admiral William A. Kearns Jr., Commander Amphibious Group Two. "It can launch and recover helicopters, has a very sophisticated command and control arrangement and, below decks, has a well deck that handles landing craft with M-60 tanks preloaded on them. In other words, an LHA can do it all."

After a long day of flight ops, sailors position the Harriers along Nassau's starboard side, while the flight deck officer and leading chief prepare for upcoming operations. As the hectic pace lessens, crewmen of Nassau's refueling team relax with cards.



Northern Wedding '82

Putting It All Together

"At sea there are no boundaries and there is only one law—professionalism."

Vice Admiral James A. Lyons

By JOC James R. Giusti

A chilling sea breeze swept across the grassy dunes, bringing with it threatening gray skies. Closed-up beach cot-

tages and a handful of campsites occupied the Danish beach front. Only the occasional screech of a sea gull in-

terrupted the sound of waves breaking on the sandy beach.

Suddenly, the distant pounding of diesels sliced the air, and the hazy outline of ships dotted the horizon. Within minutes of first light, the beach swarmed with armored assault amphibians, assault craft, tanks, and combat-equipped Marines and Naval Beach Group personnel. Mixed formations of assault helicopters heading inland filled the rain-threatening sky.

A three-prong amphibious assault was under way, and Denmark's Jutland area instantly became a simulated combat proving ground for professionalism. It was D-day for Northern Wedding '82, a NATO exercise designed to test the allied forces' ability to resist



Denmark was the site of NATO's Northern Wedding '82 exercise. As Marine M-60 tanks splash ashore, BMCN W.D. Power of UDT-21 lets the Marines know who really was first ashore.





Vice Adm. James A. Lyons, Commander Striking Fleet Atlantic, commanded the NATO forces. Once on the beach, Marines quickly set up communications as Navy landing craft brought more troops and supplies ashore. Nevertheless, local Danes reacted to the landing by making it an outing as they watched the action firsthand.

aggression and project a multinational combat power ashore in the crucial Baltic approaches to NATO's northern flank. This exercise was linked to Allied Command Europe's Autumn Forge '82, a series of exercises designed to improve the combat effectiveness and crisis management capabilities of ACE forces.

Ten nations participated in the Northern Wedding exercise which reached from the East Coast of the United States to Denmark. It included aircraft carrier battle group operations, reinforcement convoy operations, sea control operations, air and submarine operations and an amphibious landing.

Taking part were more than 160 ships, 250 aircraft and approximately 7,000 ground force personnel from Belgium, Canada, Denmark, the Federal Republic of Germany, the Netherlands, Norway, Portugal, the United Kingdom and the United States. France, although not a NATO member, also provided forces.

Included were 52 ships and 160 aircraft of NATO's Striking Fleet Atlantic. Thirty-three ships and 100 aircraft of the striking fleet joined Northern Wedding after conducting United Effort 82, a sea control exercise. Under the command of Vice Admiral Lyons, these naval units exercised various tactical situations with emphasis on coordinated anti-air warfare, anti-submarine warfare, and anti-surface warfare.

"To our allies, these exercises reinforce and demonstrate the professionalism of the various navies and marines to operate together in a very sophisticated environment against a three-dimensional threat," said Admiral Lyons. "It also sends a definite signal to our potential adversaries that we not only have the capability but also have demonstrated we can use it in a very effective way."

The exercises took on an element of realism because of varied weather conditions and a high level of interest from Soviet and Warsaw Pact forces. At various phases, the weather was excel-

lent. At other times, the forces confronted severe weather which required diversion to other operating areas. The Soviet and Warsaw Pact forces monitoring the exercise were also forced to take storm evasion.

"Within these exercises, we not only had our aggressor forces but also had Soviet forces and Warsaw Pact forces. This added another dimension of realism to the exercise," said Admiral Lyons. "It gave me the ability to come to the judgment that should our NATO allies continue to meet their declared force goals, we can carry out our required tasks and objectives."

The most crucial element of an amphibious assault exercise the magnitude of Northern Wedding, however, is precise timing. That's one reason why such an exercise involves so much planning. In the case of Northern Wedding, it took more than 1½ years to plan.

"Northern Wedding provided the rare opportunity for us in the amphibious warfare specialty to practice all facets of an amphibious operation, the most complex military operation there is," said Rear Admiral William A. Kearns Jr., Commander Amphibious Group Two and commander of the Combined Amphibious Task Force.

"My job as an amphibious task force commander is to put the Marines

ashore at the time and place specified in the operations plan. If we don't put those Marines on the beach or in the helicopter landing zone precisely on time, we could have a hazardous situation. The orchestration of this most complex military operation takes a real effort from every sailor and marine."

With all the plans drawn and a most impressive NATO force gathered, therefore, the success of Northern Wedding fell upon the shoulders of the sailors and marines manning today's state-of-the-art weapons platforms.

Northern Wedding succeeded as sailors and marines from the various nations pooled their resources, talents and professionalism to challenge and to complete the assigned tasks. Whether it was marines storming the beach, sailors running the landing craft, or Seabees inserting a causeway, they demonstrated the allies' solidarity.

"Our sailors and marines constantly amaze me by their initiative, ingenuity and their adaptability to meet varying situations," said Admiral Lyons. "The individual sailors and marines—both U.S. and allied—are outstanding. They are our national treasure and the key to success. They are the ones who put it all together."

A Marine OV-10 Bronco reconnaissance plane prepares to take off from Nassau.



Currents

Overpayments of military pay and allowances

A recent review of the payment of military pay and allowances by the Auditor General of the Navy showed that some Navy members are receiving pay to which they are not entitled. Generally, this is caused by the complexities of the entitlements and the difficulties of managing the volume of paperwork associated with a mail-based pay system.

If you are receiving improper payments, it is your responsibility to report this to the appropriate authorities. Although article 132 of the Uni-

form Code of Military Justice provides for the prosecution of service members for acceptance of government payments which they know they are not entitled to, most overpayments result not from fraud but from administrative errors. Nevertheless, failure to report an overpayment places the responsibility of the overpayment on the member and subjects that person to possible disciplinary action plus the financial hardship of repaying the erroneous amount.

Two new OT service ratings

The Navy has established two ocean systems technician service ratings—OTA (analyst) and OTM (maintainer)—and will convert all OT billets and people in paygrades E-4 through E-8 to these new ratings by July 1984.

The new service ratings will allow Navy people to specialize in either equipment maintenance or data analysis skills, eliminating the need for cross training and improving the individual's advancement opportunities. All OTs will be solicited for their rating choice in January 1984. That choice will be one of the factors used in assigning an individual as an OTA or an OTM.

The OTA career path will require no additional training courses. For OTMs, under the six-year obligation advanced electronics field program, preliminary training will consist of attending a basic electricity and electronics school for 8 to 12 weeks before entry into class "A" school.

The reason for the program is the need for specialized training and experience to operate and maintain the highly sophisticated electronic equipment used to process and document sound data gathered from the oceans.

Further details are contained in NAVMIL-PERSCOM Notice 1440.

Recreation programs are good for you

Rear Admiral David L. Harlow, commander, Naval Military Personnel Command, recently emphasized the importance of recreation programs in the Navy as an alternative to substance abuse. He stated that innovative and motivated leadership, combined with additional funding support of recreation facilities justified for the emotional and physical well-being of Navy people, can help deter drug and alcohol abuse.

The Navy's Recreation Service Program provides a variety of activities which contribute to the physical and mental well-being of Navy peo-

ple and their families. Those activities can offset or prevent the causes of substance abuse such as stress, boredom, peer pressure and loneliness. Among the activities and service currently provided are auto hobby shops, art and crafts centers, entertainment opportunities, athletics, and youth and community activities which encourage a quality lifestyle and build a positive self-image. Navy people and family members are encouraged to take advantage of recreation facilities and programs.

Navy lodges maintain current rates

Compared to commercial rates for temporary lodging, Navy lodges are a bargain. The average cost per room is \$20 a day, about 20 percent less expensive than for comparable commercial hotels and motels. The current rates at the lodges will remain in effect through January 1984.

Navy lodges are a source of inexpensive, temporary lodging for Navy people and many include kitchen facilities.

Reservations should be made in advance. The 1982 Navy lodges' occupancy rate for nearly 1,300 rooms was 90 percent.

Alcohol-related highway deaths hit 55 percent

Department of Transportation officials announced recently that alcohol is a factor in 55 percent of all highway accident fatalities, based upon the one-year period covered by a recent study.

Of the total alcohol-related highway deaths, 60 percent died driving or riding in cars, light trucks or vans. Motorcycle fatalities accounted for another 10 percent. The analysis further showed that 60 percent of those killed while riding a motorcycle had been drinking.

Alcohol was involved in up to 25 percent of all injury-producing accidents and in 8 percent of all

property-damage-only accidents. The National Highway Traffic Safety Administration report also showed that 40 percent of the adult pedestrians fatally injured were legally intoxicated.

The safety administration concluded that:

- Between 24,000 and 27,500 people killed each year in auto accidents had consumed alcohol.
- An additional 700,000 people injured each year in auto accidents had consumed alcohol.
- Alcohol is involved in more than 2 million motor vehicle accidents each year.

U.S. Marines take part in Lebanon rescue efforts

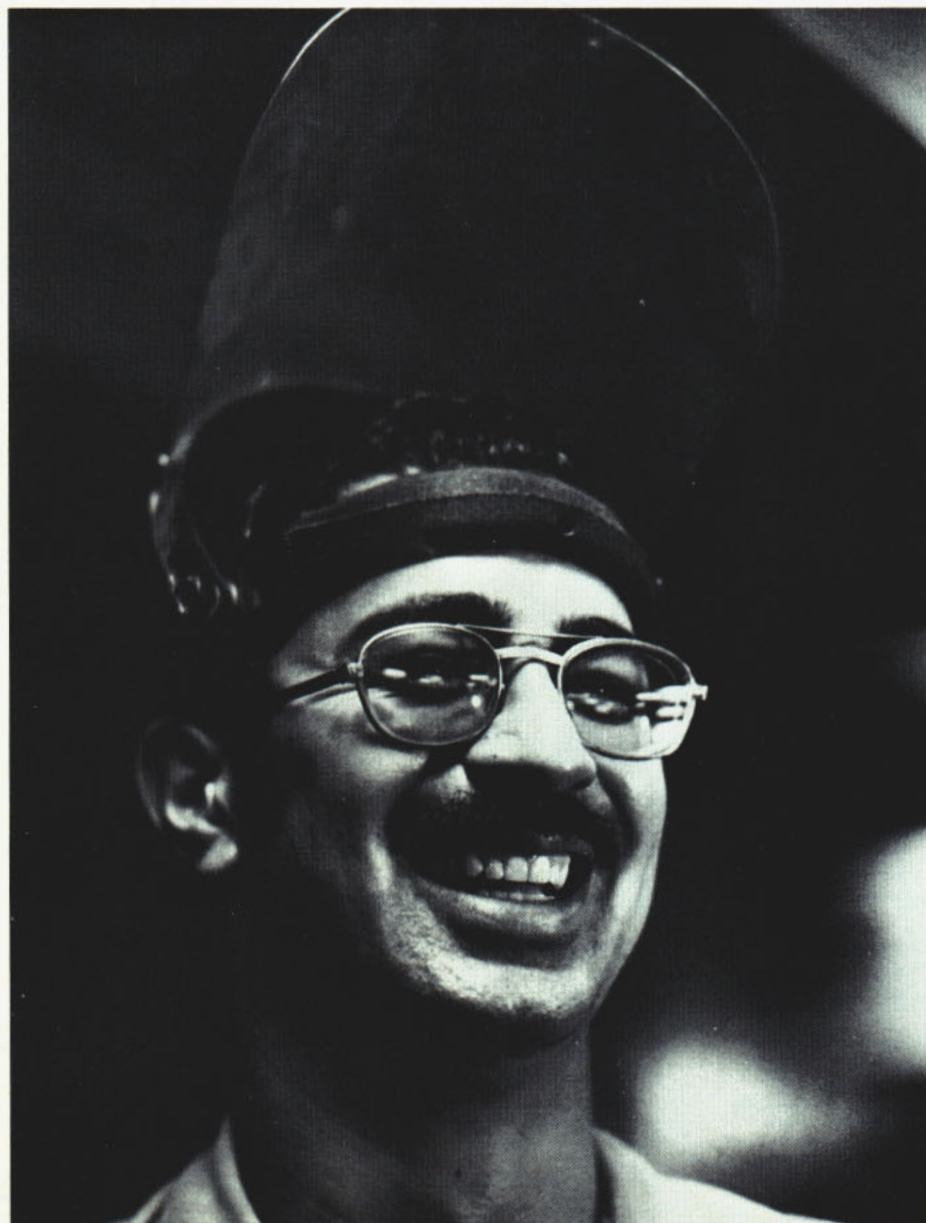
A blizzard, described as the worst snowstorm ever to hit Lebanon, stranded hundreds of people in the hills east of Beirut and resulted in a death toll estimated as high as 65 people. The Lebanese government requested the aid of multinational force units in reaching motorists and delivering supplies to isolated areas.

U.S. Marines assigned to the peacekeeping force took an active role in the rescue, using helicopters and tracked vehicles to open roads, rescue stranded individuals and deliver food and supplies. An initial flight of two Marine helicop-

ters removed four men suffering from frostbite and exposure after being trapped for four days. More than 5,000 pounds of C-rations and more than 1,000 gallons of fuel were delivered to Lebanese citizens in isolated areas. U.S. helicopters made extensive surveillance flights over the area to search for other storm victims and assist Lebanese rescue forces in reaching them.

The combined efforts of the Lebanese army and civil defense crews with the cooperation of the multinational force accounted for the rescue of some people.

Molders Pour It On



In one corner of the foundry aboard USS *Samuel Gompers* (AD 37) stands the furnace tender, waiting for the temperature dials to indicate that the metal is hot enough to pour. Furnaces hiss; the heat begins to build.

To the uninitiated, a trip to the foundry seems a descent into a modern-day world of Faust. But for the men who perform the ritual, it's just another day's work.

The metal heats to a white-hot bubbling liquid. The onlooker peers fearfully over the furnace's edge, aware that the molten mass, sputtering and spitting with seemingly evil intent, may have a mind of its own.

The foundry's crewmen are well-protected from the fiery inferno, safe behind face masks, their hands guarded by asbestos gloves.

The liquid lava-like substance is ready to pour.

Four figures shrouded in steam begin a careful ballet of sorts, conscious of their every movement. Two balance the ladle holding the metal; one skims off debris, and another wields a shovel to shield skin from the searing heat.

The final product is a new propeller bearing—one that will help a Seventh Fleet ship to continue its mission.

The ladle cools, and, with a flip of their face masks, these foundry crewmen are earthlings again.

—Story and photos by JO2 Glenn Jochum,
Seventh Fleet PA Rep



Opposite page: ML1 Carlos Gutierrez exults over a successful pour. Left: A great deal of preliminary work must be done before a metal pour. ML2 Ken Hamilton works the defects out of a mold with a slick (foreground), while MLFN Billy Blackman prepares to pack a mold. Below: The shank holding the crucible is operated by molders Gutierrez (near) and ML3 Francisco Macaspac, while Billy Blackman (left) skims debris off the top.



Bearings

Productivity Excellence Award Winners Named

Winners of the 1982 Chief of Naval Material's Productivity Excellence Award were announced recently. The award was established last year to stimulate innovative thinking regarding productivity and potential productivity growth.

Winning commands received a Chief of Naval Material Productivity Excellence Award flag to be flown during the year following the award, an engraved plaque and a certificate. Each employ-

ee of the winning activities received a wallet-sized replica of the award certificate.

Individuals who made significant contributions at the eight commands were recognized as productivity fellows and were given lapel pins. They were also invited to participate in Headquarters Corporate Productivity Steering Group activities.

The 1982 winners are: Norfolk Naval Shipyard, Portsmouth, Va.;

Naval Weapons Station, Seal Beach, Calif.; Supervisor of Shipbuilding, Conversion and Repair, Portsmouth, Va.; Naval Supply Center, San Diego, Calif.; Navy Public Works Center, Pensacola, Fla.; Naval Air Rework Facility, Cherry Point, N.C.; David W. Taylor Naval Ship Research and Development Center, Bethesda, Md.; and Naval Electronic Systems Engineering Center, Vallejo, Calif.

Misawa Petty Officers Learn to Lead, Manage

Leadership and management are two responsibilities that go with the territory for Navy petty officers. Fourteen first and second class petty officers at U.S. Naval Security Group Activity, Misawa, Japan, added to their knowledge in those areas with a locally prepared Leadership and Management Seminar.

Designed by Chief Petty Officer Art Bowie to supplement existing courses for chief petty officers and lower ranking petty officers, LAMS is directed toward petty officers first and second

class—those who directly supervise the majority of the command's people.

The seminar format, chosen because it offers the greatest opportunity to sharpen skills through a variety of educational methods, helps fill the gap for those who have not attended the Navy's Leadership, Management and Effectiveness Training or the indoctrination course. LAMS uses adult learning principles and emphasizes participants taking responsibility for their own learning.

Before the Misawa seminar began,

the class was divided into two work groups, and the senior member of each group received instructions concerning expectations for their group. Naval security group's commanding officer, Captain Henry Orejuela, stressed the importance of employing firm and fair leadership, of learning good management principles, and of recognizing the uniqueness of each individual.

One participant who returned to regular duties after the four-day seminar with a desire to learn more and to apply the knowledge gained was Cryptologic Technician Second Class Denise Crook.

"As a result of this seminar, the other participants' input and the valuable information received, I feel highly motivated to succeed both professionally and personally. I'm confident I can assist others to accomplish the same."

A follow-up session three months after the seminar will allow participants to discuss how LAMS worked for them, to address additional topics, and to identify further individual goals.



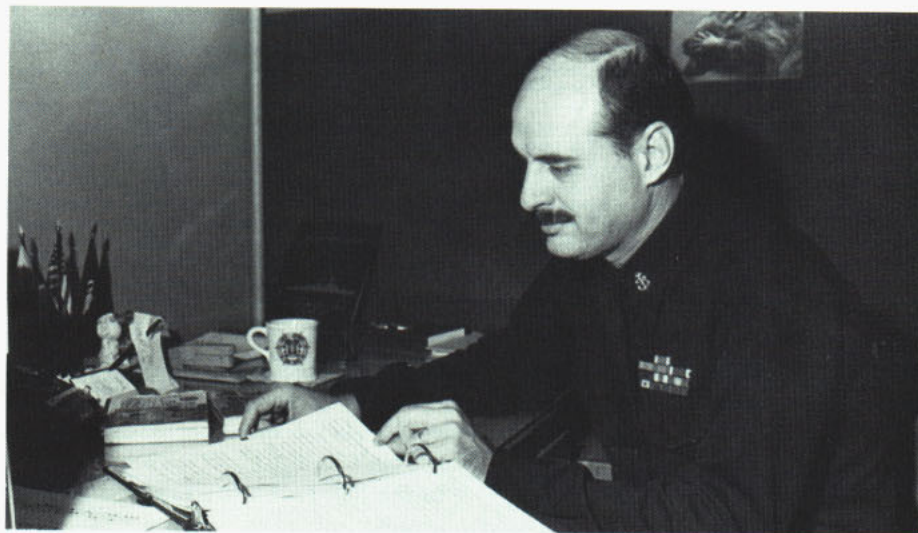
—By CTTCS Thomas R. Meaney
Naval Security Group Activity
Misawa, Japan

Practicing Leadership Skills

When Senior Chief Personnelman John Dubose conducts leadership training classes for adult Scoutmasters, he uses more than the "Manual"—he calls on more than 20 years of hands-on Navy experience.

Dubose, assigned to the Commander in Chief, Atlantic Fleet Personnel Manning Readiness Office, is one of six Boy Scout volunteers (military and civilian) who conduct six-week long leadership training courses for Scoutmasters. The training gained at these classes is then passed on to the Scouts so the youngsters can put leadership skills to practice.

"The similarity between what I teach to Scoutmasters and Scout leaders and what the Navy instills in its petty officers is remarkable," claims the assistant Scoutmaster for Boy Scout Troop



PNCS John Dubose reviews the lesson plan for his Boy Scout leadership class.

34 in Norfolk, Va. "In our Scoutmasters' training class, we teach concepts of leadership, administration and organization within the Boy Scout structure. The Navy teaches the same basic principles to its leaders within the Navy structure."

Scouting is a family affair for the

Duboses. The chief's son, Thad, is a first class Scout, his wife, Maureen, is a Girl Scout leader, and his daughter, Christine, is a Brownie.

"Both organizations stress the need for leaders to recognize the importance of teamwork and cooperation—to have their people function as a unit rather than individually in order to accomplish a set goal or objective," said Dubose. "Leaders are taught to realize that their people have to help and depend on others. One person cannot act alone to get the job done."

"Both organizations emphasize that to become an effective leader, a person must first become a follower," continued Dubose. "Like the Navy, our young Scouts have to start at the beginning and work their way up through the ranks as followers before they can be placed in positions of leadership."

"I believe former Scouts have an advantage in the Navy because they have more of an understanding of the way the military system functions," added Dubose. "That is a result of the opportunity to experience responsibility and leadership roles earlier in life."



The U.S. Navy's Project Handclasp reached out to help the needy recently, as crew members from the USS *New Orleans* (LPH 11) volunteered their services to distribute handclasp materials at an orphanage in Pohang, South Korea. The orphans welcomed the six pallets of goods (3.5 tons) with open arms. Materials—donated by the U.S. government, private industry, religious organizations and individuals—included medical/dental equipment, food and clothing. Project handclasp materials are distributed only to the most needy individuals and organizations. The goods are delivered directly by U.S. military people not only to ensure proper distribution delivery but also to give servicemen a vivid insight into the lifestyles of other cultures. *Photo by PH1 John Bruno, USS New Orleans.*

—Story by JO2 Jeffry Katarski
—Photo by PHAN Michael Long
CinCLantFlt Public Affairs Office

Bearings

It's Up to Me

"Oh, I didn't realize that you are Dr. Martin."

"That's all right. It happens often," is the usual reply of the first woman doctor assigned to the Point Mugu Family Clinic.

Lieutenant Ruth H. Martin, a native of St. Louis, reported for duty in mid-July to the Naval Regional Medical Clinic, Port Hueneme, Calif., and was assigned to the clinic at Point Mugu. She handles 15-20 patients daily with occasional duties in military sick call or occupational health services.

"This is really different," she said. "During the last year at the Naval Regional Medical Center in San Diego, we were usually told how things should be handled. Now, it's up to me as to how things are done. I find that challenging and exciting."

Martin earned her medical degree and additional master's in forensic

science at George Washington University in Washington, D.C. She joined the Navy in 1977 after going through Officer Indoctrination School in Newport, R.I. Martin also has attended the Combat Casualty Care Course at Fort Sam Houston in San Antonio, Texas.

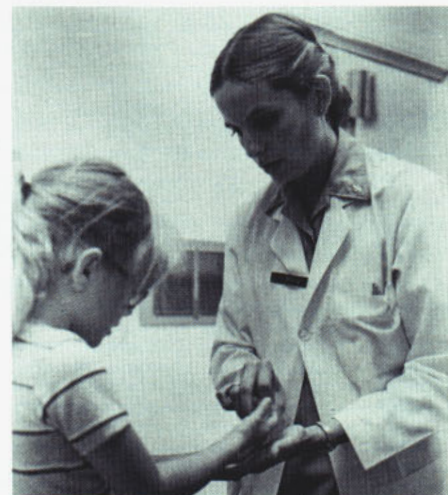
Martin said that there have never been any real difficulties resulting from her sex. "While doing my internship, I worked primarily with active duty males," she said.

About the only thing that ever bothers her is when people assume that she isn't a doctor. "I've been standing in the hall with a stethoscope hanging around my neck, wearing the white coat with big letters spelling 'Dr. Martin' over the pocket, and people will still call me 'nurse.'"

Martin said that she likes Point Mugu and all its association with naval aviation. "It gives the place a kind of charged-up atmosphere." While at Point Mugu, she hopes to become

flight-qualified and participate in search and rescue team operations.

"I think the Navy's great," she said. "They've been really good to me, and I like the feeling that I'm contributing to my country."



Dr. Martin with one of her young patients. Photo by JO2 Dallas Bellamy, Pacific Missile Test Center.

Coronado Divers Prepare for Master's Test

Rewards for obtaining the enviable position of master diver are many. A master diver's specialty pay is nearly double that of a first class diver; promotions to E-8 and E-9 seem to come faster.

Once qualified, detailers pay special attention to a master diver's duty assignments, bringing about a greater match between the diver's desires and the Navy's needs. But most importantly, a master diver possesses an unparalleled ability to supervise any Navy diving evolution.

These incentives are not granted, they are earned. And there is no doubt that the course leading to qualification is a tough one. After meeting the U.S. Navy Diving Manual's prerequisites for master diver, prospective candidates undergo an arduous five-week evaluation at the Naval Diving and Salvage Training Center, Panama City, Fla. Seven courses a year are offered, and there are only four people per class.

Because the demands are so great, nearly half of those seeking qualification as master divers fail the evaluation the first time around. That's why the Navy, realizing that better preparation is often the key to success, is taking steps to help divers prepare for those final evaluations in Panama City.

The help comes in the form of an advanced training course designed by the Naval Amphibious School's Diver Second Class Training Department in Coronado, Calif., for future master divers and diving supervisors. The department's two-week course offers classroom instruction and diving scenarios similar to those which candidates will experience in Panama City.

NavPhibScol's first course was held last summer. The students spent their first week in the classroom undertaking a thorough review of diving physics, air charts, helium dioxide charts and comprehensive instruction in diving medicine. The second week concen-

trated on diving maneuvers that included simulated casualties.

"Each candidate participated in four drills daily, once as a diving supervisor and three times as a diving tender, for a total of 12 dives," said Master Chief Electrician's Mate Joseph Dubois. "Even an experienced first class diver can spend years in the fleet and still not deal with many casualties. Our course condenses years of casualty experience into two weeks."

Each performance was evaluated with the entire diving team, then with the master divers, diving officer and the on-scene medical officer. Diving equipment used included the Navy MK1 mask, Navy MK12 deep-sea rig and aluminum recompression chamber.

With this new training, divers will have a greater opportunity of passing the evaluations for master diver the first time around. And when they do, they will know that they represent the epitome of the Navy's diving community.

—By JO3 Darryl E. Gies

Sailboat Salvage

Two years ago Recreational Services at Naval Air Station Bermuda lost a 22-foot sailboat when it caught a final puff of wind, ran aground on a reef and sank.

There it lay until several sailors scrambled together a salvage mission to rescue the boat from its grave. Although successful in raising the battered hulk, one sailor remarked, "It's a genuine miracle the boat was rescued intact."

Placed in dry dock, the once seaworthy vessel awaited a second miracle—the challenge of repair and refurbishment.

That challenge was tackled by off-



duty Seabees from Naval Mobile Construction Battalion Five's Bermuda Detail. Heavy and light pier construction is nothing new to Seabees, but boat reconstruction was something else.

The repairs included building a new mahogany bulkhead, benches and decking for the interior, as well as many hours spent sanding and repairing the hull.

By the end of six weeks, the fully rigged sailboat was launched to once again sail the waters of Grassy Bay. As Chief Builder Ken Moyer said, "We've learned new skills in boat repair and have come to know each other better in pursuing a common goal. It pulled us together as a team."

In appreciation of their efforts, Recreational Services offered the detachment exclusive use of the boat, which the Seabees appropriately named *Can Do*.

—By BU2 Mark Hegedus
NMCB-5 Bermuda Detail

'...and a star to steer her by,...'*

When the sloop *Providence* sailed from Norfolk, Va., on a four-day voyage to Philadelphia and the Century IV Tall Ship Celebration, its six-member crew hosted 12 Naval Sea Corps Cadets who were aboard for annual training.

The trip was primarily a venture into the seagoing life of yesteryear aboard a cannon-laden, sailing vessel. In addition to basic ship familiarization, equipment identification and line handling, the apprentice sailors were taught general navigation, watchstanding and, of course, the less enjoyable tasks of swabbing decks and polishing brightwork. Still, there was much to learn in such a short time.

Providence's skipper Al Rodrick provided incentive for the cadets to learn the ropes quickly. Reminiscent of a salty skipper issuing orders from the quarterdeck, Rodrick would sing out a correction just before a cadet made a mistake.

Even after memorizing everything, all was not easy for Cadet Third Class

Becki Zajicek: "I was confused on how or when to let lines go fast or slow, but Captain Rodrick didn't hesitate to give us hints."

Cadet Third Class Michael Twigg also had a difficult time with the lines but now knows "the difference between jib downhaul and the rest of the lines."

The sea cadets learned to identify buoys and how to read a compass so when they took the wheel they wouldn't allow the ship to sail more than a few degrees off course.

Because space was tight aboard *Providence*, the 300 gallons of fresh water was used only for drinking, cooking and essential cleaning. When the time came to shower, the cadets used another method.

"I'd never dream of having someone pour a bucket of seawater over my head but it was fun," said Cadet Seaman Erik Balsley.

They also learned to get by on limited rations since there was little space for luxury items. Once *Providence* reached port, Balsley said, "I couldn't believe I went for three days without a soda."

Sea Cadets Robert Estes (left) and Michael Twigg work together to raise the mainsail of the sloop *Providence*.



—Story by JO2 Mark Wallace
NRD, Philadelphia

*"Sea Fever," by John Masefield, 1902

Recruiters of the Year



There are about 4,000 men and women who do a job so important to the Navy that they may be said to supply its very lifeblood. They seek out those who will be turned into future legal officers, photographers, supply officers, yeomen, medical officers, boatswain's mates and on and on. These are the people with whom we all begin our Navy careers—the recruiters.

Each year the Navy selects its top officer and enlisted recruiters and 10 runners-up. This year, Lieutenant Gregory J. Cornish of Navy Recruiting District, Harrisburg, Pa., was named Outstanding Officer Recruiter of the Year. Mess Management Specialist First Class Johnnie D. Lemon of Navy Recruiting District, Seattle was named Top Enlisted Recruiter of the Year.

To be selected from a field of recruiters that would stretch for more than a mile if lined up shoulder-to-shoulder is quite an honor, according to Lemon. "This is the Navy Recruiting Command's top honor, and it is made so much more special to me by winning this award for my hometown, Spokane, Wash., and for my family. I am honored, surprised and very happy."

Cornish voiced similar feelings. "I was a little surprised at first because I didn't think a nuclear power officer recruiter would be selected as Officer Recruiter of the Year. I am very honored to be chosen this year's winner."

Selection for the award is not a numbers game—it is based on total enlistments by program, the degree of difficulty in attaining those enlistments, and on overall performance. The contributing factors to Cornish's selection were his recruiting 12 nuclear power officer candidates, six other officers and 30 referrals leading to nine enlistments.

Lt. Cornish at work, phoning a potential officer candidate, and at home with his wife, Jane, and their 3-year-old daughter, Patricia Anne. Photos by JO1 Bob Remington.

PO Lemon is congratulated by Mayor James E. Chase of Spokane, Wash., for his selection as Top Enlisted Recruiter of the Year. Photo by JO1 Michael Fisher.

To put his achievement in perspective, consider that the average nuclear officer recruiter enlists four people to the nuclear power program, and an impressive recruiter might hit eight. Also, the officer nuclear power program is the Navy's number one priority for recruiting and is by far the most difficult program to recruit into due to the high qualification standards and the tough competition from the civilian community.

Lemon's achievement was equally impressive. Although his goal was 46, he enlisted 90. Of these, 78 were high school graduates. It was this attention to quality recruiting that served as a key factor in his selection as top enlisted recruiter. Lemon was further awarded an honor by Mayor James E. Chase of Spokane, who proclaimed January 1983 as "John D. Lemon Month" in recognition for being selected the nation's top Navy recruiter for 1982.

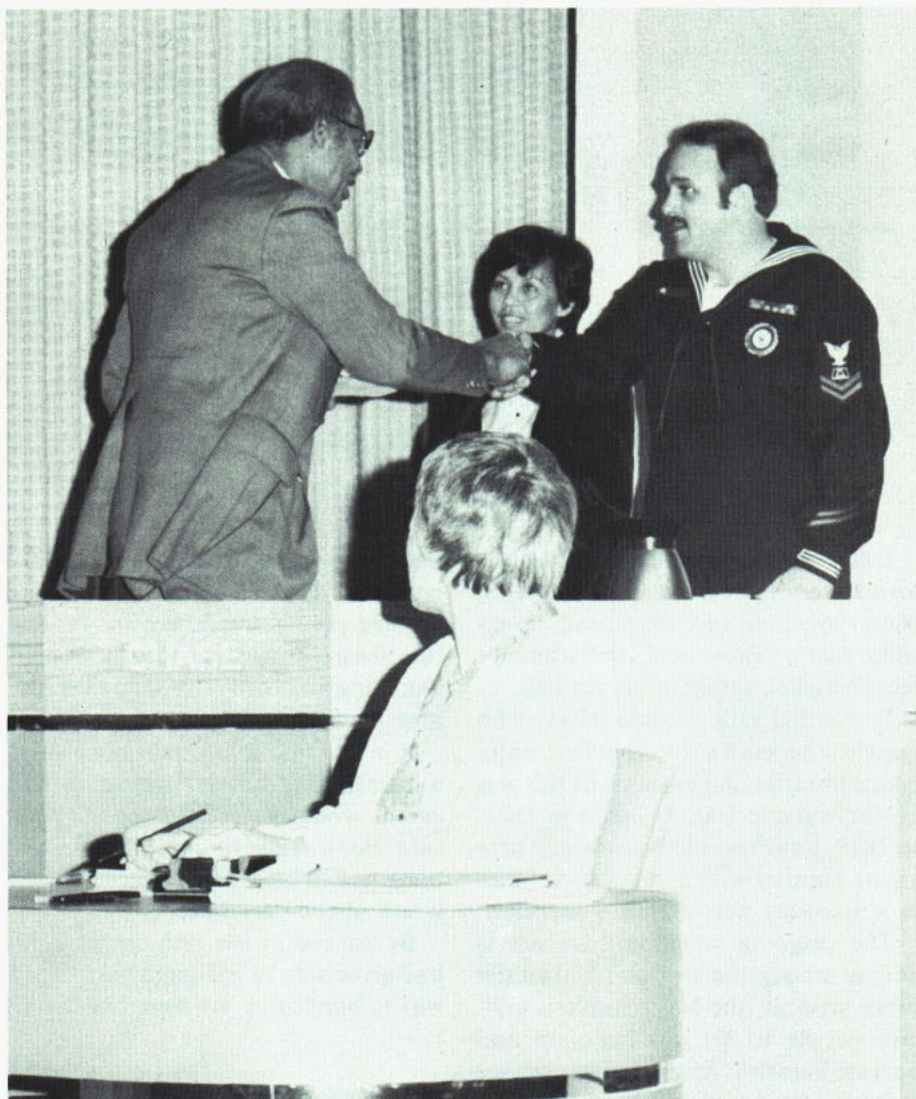
The top recruiters' methods are surprisingly similar. "The primary key to selling the Navy to potential prospects is developing a personal rapport with them and explaining the Navy and its programs," said Cornish. "Students today are very receptive to having military people, especially Navy people, talk with them."

Referrals are of great importance to Cornish; they come to him from fraternities, NROTC students and enlisted recruiters.

One of the points Cornish stresses is the importance of being honest. "I tell them exactly what the officer programs require of them and that they should make sure the Navy is what they really want."

He tells his people that he is seeking top quality individuals for a demanding job.

Lemon's rapport with people comes naturally. "I have found it easy to relate to the high school seniors in my area. I went to the same school, walked the same streets and did the same things



that many of them do today. I can relate to them and share with them the opportunities offered by the Navy."

His referrals come mainly from his large pool of people in the Delayed Entry Program. "I picture my DEP pool as a business which I head, and, throughout my territory, I have many sales representatives—the people in the pool. They become walking, talking information booths and feel very much a part of the Navy."

In addition to Cornish and Lemon, 10 other outstanding recruiters were chosen for honors and were recognized recently during three days of ceremonies in Washington, D.C.

Officer runners-up: Lieutenant Alfred Alvarez, Navy Recruiting District, Miami; Lieutenant Bradley Barth, Navy Recruiting District, Washington;

Lieutenant Robert Hansen, Navy Recruiting District, Omaha; Lieutenant Raymond Eckenrode, Navy Recruiting District, Dallas; and Lieutenant Brian Schires, Navy Recruiting District, San Diego.

Enlisted runners-up: Chief Navy Counselor Anthony Bakarian, Navy Recruiting District, Albuquerque; Chief Aviation Maintenance Administrationman Harvey Booker, Navy Recruiting District, Cleveland; Navy Counselor First Class Daniel Cooper, Navy Recruiting District, Minneapolis; Machinists' Mate First Class John Creegan, Navy Recruiting District, New York; and Electrician's Mate First Class John Todd, Navy Recruiting District, Raleigh.

—By JO1 Dale Hewey

From the Barrel to the Shelf

Uncle Sam's sailors have been book lovers from the early days of the U.S. Navy when, it has been said, every sailor had a "Bowditch" or "seaman's bible" tucked safely in his sea bag.

It was the sailors, themselves, who bought the books for the first shipboard libraries. An example of this was on the warship USS *Franklin* in 1821. In 1828, however, the Navy began providing libraries with appropriated funds as a necessary part of ship's supplies.

The seagoing, shipboard library is unique among the services. Unlike the other services, the Navy employs military people to set up, maintain and operate libraries. Also, no other service is faced with keeping libraries going in such difficult surroundings as aboard ships at sea.

Herman Melville, the author of *Moby Dick*, served in 1834 as an ordinary seaman in USS *United States* and described his experiences in *White-Jacket*. The *United States* was of the same class as the much better known *Constitution* and *Constellation*. At the time Melville joined, *United States* was flagship of the Pacific Squadron.

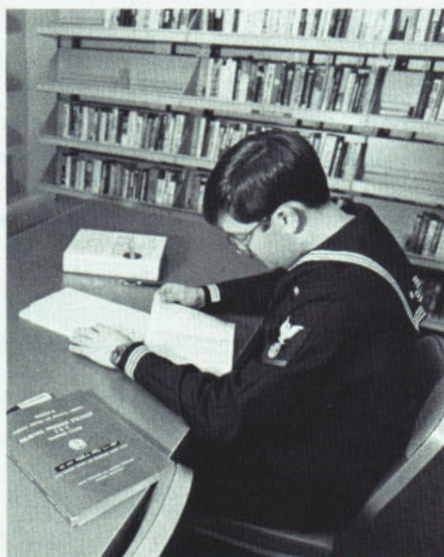
According to Melville, the library aboard *United States* wasn't exactly attuned to the habits and interests of the ordinary seaman—the ship's collection featured books of a high moral or scholarly character. They were worthy, no doubt, but were hardly anything to help a sailor pass a pleasant hour. This may have been just as well because the books were stored in a barrel, and that

barrel was in the keeping of a Marine corporal who was surly if anyone requested permission to browse through the library's holdings. Small wonder! Dumping and then repacking the barrel must have been a trying chore.

It is true that in the old sailing ships, a barrel, if properly packed and secured, would keep the books dry and safe. But a sailor who wanted to read a book had to be willing to face up to the wrath of the barrel keeper.

By the end of the 19th century, sails had given way to coal, and barrels gave way to bookcases. By then, books were

RP3 Douglas Horman finds the library on USS *Yellowstone* (AD 41) quiet, comfortable and well stocked—in contrast to the library of "carefully selected books" on USS *Massachusetts* (BB 2) in the late 1800s.



stored in glass-fronted cases secured along a bulkhead. A table of sorts was suspended from the overhead, and one read while standing. Seats were at a premium.

Judging from the surviving ship library catalogs, the contents of ships' libraries by 1900 were a great improvement both in quantity and diversity over the library aboard *United States*. By then, ships' libraries had become learning centers, not just places to while away the hours.

Today, a ship's library needs to serve the needs and interests of the crew—

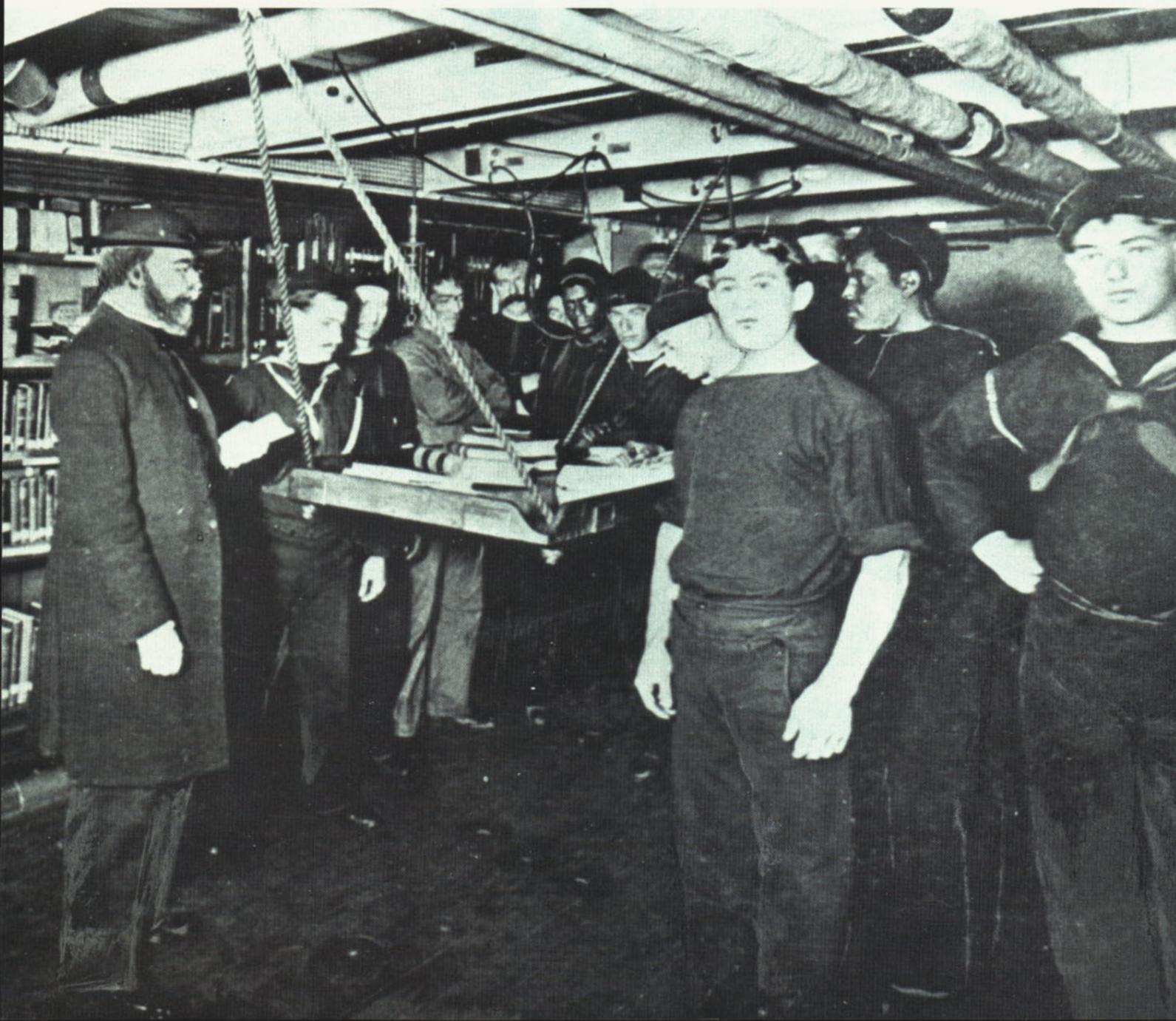
not just as a source of education but for recreational purposes as well. Facing severe space and weight constraints, the tendency in shipboard libraries is to emphasize the serious rather than the trivial. Thus, a book on aircraft design is more likely to be included in a carrier's library than is a book on unidentified flying objects even though the UFO book would probably be read by more people.

According to Religious Program Specialist Second Class Ed Wills, the crew of USS *Yellowstone* (AD 41) has an inordinate fondness for scarce

westerns. The problem is that not too many new westerns are published these days. Wills finds the crew to be heavy users of technical publications, particularly on cars and cycles, World War II books and of books in which photographs predominate.

Helen Brewer, naval regional librarian, Norfolk, Va., finds there is considerable variation in likes and dislikes and notes that the offering of college courses on board can have a decided impact on the kind of library materials in demand.

The advent of paperbacks in World



Shipboard Libraries

War II eased the problem of balancing the light with the serious side of shipboard libraries. Today, the Chief of Naval Education and Training—who supports shipboard libraries with materials—provides monthly paper-

back book kits along with monthly shipments of regular, clothbound books.

A major change in ship library support occurred recently when CNET, in response to fleet suggestions, advised

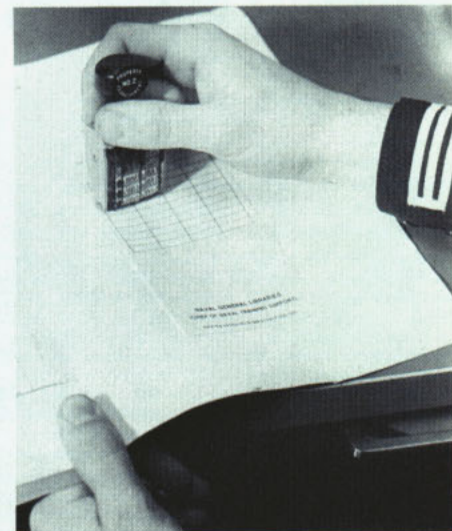
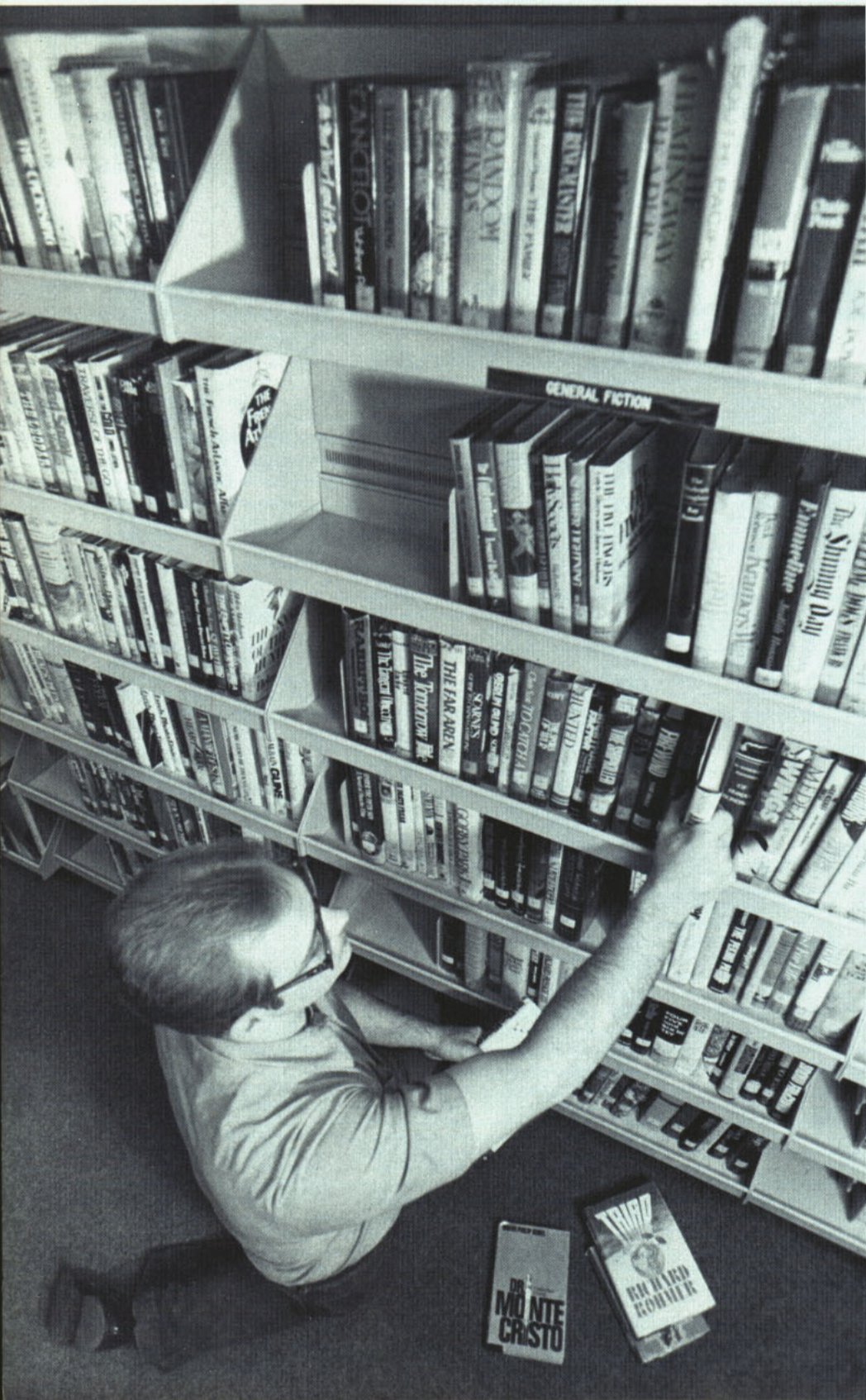
smaller ships that clothbound books would be discontinued in favor of larger distributions of paperbacks. The ships also were given the option of maintaining their clothbound libraries and of keeping them current by requesting materials from the CNET command responsible for providing library materials: the Naval Education and Training Program Development Center, Pensacola, Fla. A large number of smaller ships are satisfied with paperbacks.

Because there are few technical books published in mass market paperback format, the pendulum for smaller ships has swung to the other extreme—it's hard to find serious reading matter on board.

The switchover was caused, in part, by the fact that maintenance of an authentic library is difficult, and smaller ships found they could not manage a library with consistency. Organizing collections of library materials is more difficult than one imagines, and it takes someone with some experience and training.

With the establishment of the religious program specialist rating, the Navy has people competent in shipboard library matters. The new training manual for third and second class RPs has extensive chapters on library

The daily job of reshelfing books and marking them out shows that Yellowstone crew members like to read. Photos by PH2 Darrel E. Erickson.





Library Technician Suzy Byrd and Librarian Marjorie Homeyard get the new computer system into operation at NavEdTraProDevCen, Pensacola, Fla. Photo by D.M. Slover. Helen Brewer (below), naval regional librarian at Norfolk. Photo by PH2 Darrel E. Erickson.



procedures, policies and services. Change for the better is already evident to naval regional librarians who visit ship libraries and help train attendants. These regional librarians, who are on the staffs of the naval education and training support centers, Atlantic and Pacific, are enthusiastic about the ever-increasing professionalism on the part of the RPs.

Running ships' libraries gives the RPs first crack at the monthly book shipments, allows them to meet many of the crew members and so become acquainted with individual interests. RPs provide valuable skills having a multitude of applications and extend the boundaries of service to their fellow members.

Melville's barrel library cannot compare with today's shipboard library,

With more than 5,000 fiction, non-fiction and reference books, 100 videotaped movies, cassette tapes, games and an organ with headphones—the library in USS Peleliu (LHA 5) is not often empty. The 850 crew members, plus as many as 2,000 embarked Marines during operations, find the library a quiet place for relaxation or study. It also can be converted into a chapel for Divine Services. Photo by PH3 Jerry P. O'Bryan.

but both have something in common: a desire on the Navy's part to assure that being at sea does not mean intellectual isolation. The organizational structure supporting ship libraries can respond to a great variety of shipboard needs

and interests. Still, it is up to each ship to determine the quality of library collections and services to be provided to its crew.

*—By G.M. Coble
CNET, NAS Pensacola, Fla.*



The Navy Remembers

Marking the Navy's 207th birthday on Oct. 13, 1982, All Hands began a year-long series highlighting selected events important in Navy history. In this issue, we look at some significant April events.

If every significant date in history were declared a holiday, April would be one of the most celebrated months. Naval history notes many dates in April as anniversaries of battles or birthdays. Some dates are reserved for monumental deeds and momentous occasions; others commemorate tragic events. And whether the name is of a person—John Paul Jones, David G. Farragut or Robert E. Peary—or a thing—the submarines *Holland*, *Thresher* or *Ohio*—each has its own special place in history.

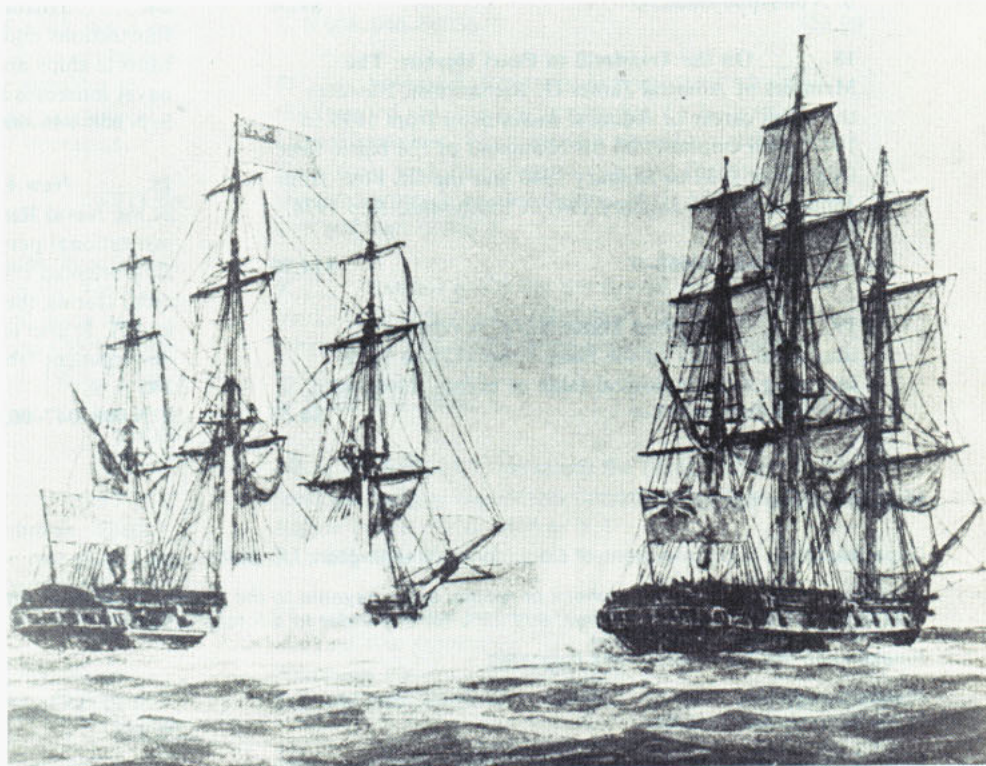
April 2, 1827: Construction of the first building designed to serve as a naval hospital began at Portsmouth, Va.

April 4, 1818: Congress established the present pattern of the U.S. flag.

April 30, 1888: Charles Henry Parks was commissioned the Navy's first Catholic chaplain.

Raising Havoc from *Ranger*

April 24, 1778: Commanding USS *Ranger*, John Paul Jones engaged the British sloop HMS *Drake*. After a one-hour fight, Jones and his crew captured the British warship for the infant U.S. Navy. Jones accomplished the feat after terrorizing British shipping in the Irish Sea, spiking the guns of the batteries at Whitehaven, England, and



USS Ranger, left, under command of John Paul Jones, takes on the British sloop-of-war HMS Drake in 1778.

seizing the residence of the Earl of Selkirk on St. Mary's Isle.

Although other British ships had been captured or destroyed by Americans, the *Encyclopedia of Military History* recounts Jones' actions (including his capture of HMS *Drake*) as

throwing the British into a ferment because "This was the first purely foreign invasion of England since the Norman Conquest."

Battle of New Orleans

April 24, 1862: After a five-day

14._____ Monitors of the US Navy, 1861-1937. Traces the evolution of the monitor class ship from the Civil War to the eve of World War II. 1969. 48 p. il.
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25._____ New Eye for the Navy: The Origin of Radar at the Naval Research Laboratory. Written from an institutional perspective, this book describes the mission-oriented research that led to the development of radar during the critical period between World Wars I and II. It also tells the story of a modern research and development laboratory in action. Clothbound. 1981. 240 p. il.

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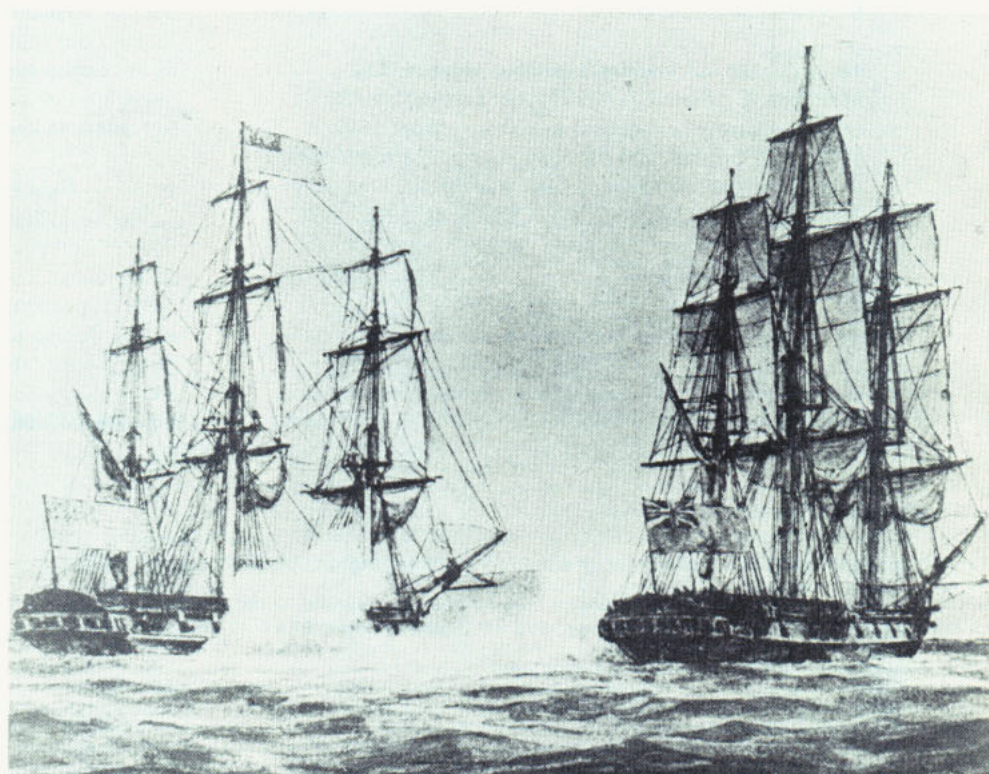
April 2, 1827: Construction of the first building designed to serve as a naval hospital began at Portsmouth, Va.

April 4, 1818: Congress established the present pattern of the U.S. flag.

April 30, 1888: Charles Henry Parks was commissioned the Navy's first Catholic chaplain.

Raising Havoc from *Ranger*

April 24, 1778: Commanding USS *Ranger*, John Paul Jones engaged the British sloop HMS *Drake*. After a one-hour fight, Jones and his crew captured the British warship for the infant U.S. Navy. Jones accomplished the feat after terrorizing British shipping in the Irish Sea, spiking the guns of the batteries at Whitehaven, England, and



USS Ranger, left, under command of John Paul Jones, takes on the British sloop-of-war HMS Drake in 1778.

seizing the residence of the Earl of Selkirk on St. Mary's Isle.

Although other British ships had been captured or destroyed by Americans, the *Encyclopedia of Military History* recounts Jones' actions (including his capture of HMS *Drake*) as

throwing the British into a ferment because "This was the first purely foreign invasion of England since the Norman Conquest."

Battle of New Orleans

April 24, 1862: After a five-day

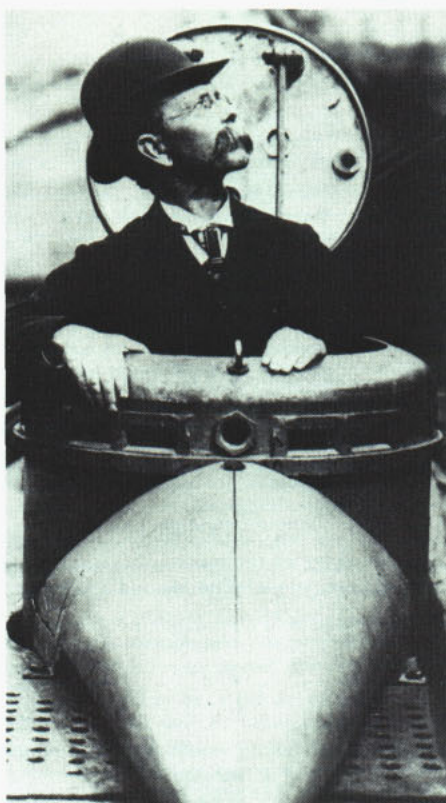
bombardment of Forts Jackson and St. Philip, flag officer David Farragut sailed a small squadron of ships up the Mississippi River past the Confederate forts, anchoring by New Orleans. The two forts surrendered on April 28.

Birth of the Submarine Community

April 11, 1900: A young U.S. Navy accepts its first submarine (USS *Holland*). Designed by inventor John P. Holland, the first sub combined an electric motor for underwater propulsion and a gasoline engine for power when surfaced.

While Holland is unofficially regarded as the father of the American submarine, development of undersea vehicles actually began in 1578 when William Bourne, a British mathematician and author of naval subjects first designed a leather-covered, wooden-framed structure to be rowed underwater.

It was between 1620 and 1624, under the creation and guidance of Dutch inventor Cornelius van Drebbel, that the first undersea vehicle was maneuvered successfully. From that first undersea voyage, which took the submarine to a



John P. Holland

reported depth of between 12 and 15 feet, the pace of submarine development took on worldwide interest.

But it wasn't until the American

Revolution that a submarine (*Turtle*) was used as an offensive weapon. Yale University graduate David Bushnell designed the one-man submarine. *Turtle's* offensive capability consisted of a screw device with a gunpowder charge of about 150 pounds which was detonated by a time fuse once the sub's operator had anchored the charge into the hull of his intended victim.

Although Bushnell made two unsuccessful attempts at proving his sub's offensive capability against the British fleet, his screw device was refined and proven successful in later submarine designs.

Submarine development continued for many decades before the *Holland* commissioning. Less than a century after that submarine's commissioning, innovation swept the submarine community with the launching of the *Trident*-carrying submarine USS *Ohio* on April 7, 1979.

Still, the price of progress in technology carries with it some tragedy. It was 20 years ago—on April 10, 1963—that the nuclear submarine *Thresher* (SSN 593) with 129 men aboard was lost at sea during diving tests off Cape Cod.

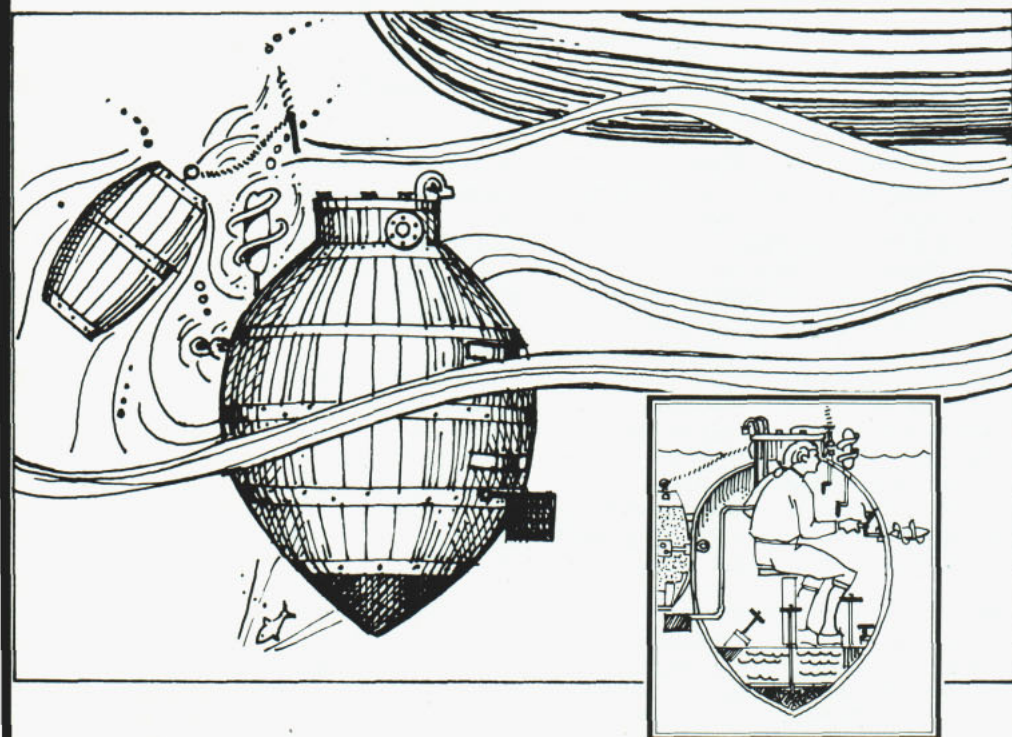
Naval Space Surveillance Facility Established

The Naval Space Surveillance Facility was established at Dahlgren, Va., April 19, 1960—three years after the Soviets launched the first earth satellite. Today, the Dahlgren facility consists of nine field locations, six receiver stations, a vast network of sophisticated computers and the largest antenna system in the world.

Now called the Naval Space Surveillance System, the organization supports both Navy's operational requirements and serves as an integral part of the North American Aerospace Defense Command. In addition to fulfilling its multifaceted role in naval and national defense, Dahlgren also serves as a space detection and tracking system for NORAD.

In that capacity, the system has helped track the space shuttle flights.

—By JOC Lon Cabot



Mail Buoy

Editor's Note:

In the article "Easing the Tax Bite," *All Hands*, February 1983, the first paragraph on Page 7 dealing with the number of allowances claimed on the W-4 form could be misleading. For clarity, it should read:

This year you may claim as many as 14 legal exemptions on your W-4 withholding form (called "allowances" in the W-4 instructions and work sheets). Beyond 14, the employer is required to notify IRS, who will then contact the taxpayer for further verification. Each allowance is equal to a \$1,000 deduction; in 1981 IRS only allowed up to nine such exemptions. The more allowances you claim now, the less money will be withheld from your pay throughout the year. That extra take-home pay could be put into some type of savings account where it will earn interest.

The purpose of allowing taxpayers the opportunity to claim more allowances on a W-4 than they have actual exemptions on a 1040 is *not* so the taxpayer can underpay withholding tax and use the excess throughout the year. Rather, it simply enables a taxpayer to more accurately balance the amount of tax withheld to the actual amount of tax owed. Because of this, the use of this technique is generally applied by those who might otherwise have large refunds at the end of the year. Some items which may give rise to a greater number of allowances are such things as estimated deductions for payment to an IRA, net business losses, credit for child-care expenses and the new estimated deduction for a married couple when both spouses work.

No Snowshoes in Florida

SIR: Regarding your cover story of "Cold Weather Survival" in the January 1983 issue, I sincerely hope that the upside down photograph on Page 21 of the snowshoes and backpack is not indicative of the student's orientation skills.—PNCS G.F. Foozer

• *Although we knew the difference, our printer in Florida has never seen snowshoes.*—ED.

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Operations in Beirut

SIR: We are currently serving with detachments from Naval Beach Group Two, homeported on the Naval Amphibious Base, Little Creek, Va. Our detachment is composed of groups from Assault Craft Unit Two, Amphibious Construction Battalion Two and Beachmaster Unit Two. All three detachments are now serving with the 1,200 Marines ashore in Beirut, Lebanon, having landed on Oct. 29 and 30, 1982. Is there a possibility of *All Hands* doing an article showing naval beach group in action performing our assigned tasks on an actual mission, rather than on an exercise?

I feel that such an article would be most welcomed by all the naval units involved in this operation.—CW04 Harold R. Smith.

• *We at All Hands couldn't agree with you more—we do need stories on your detachment and the other Navy ships and units supporting such operations as the one in Beirut. Trouble is, we can't go there (because of lack of travel funds). We ask everyone—fact is, we plead with them—to get the interest of their local public affairs people and entice them to produce material we can publish. It's simply a case of going out and putting the facts on paper and on film—we'll take it from there. If we have any questions, we'll get back to them.*—ED.

Fond Farewell

SIR: I read with great interest and with a deep sense of nostalgia your November 1982 issue regarding the decommissioning and transfer to the Mexican Navy of the USS *Vogelgesang* (DD 862). As a crew member from January 1966 to July 1968, I can say that *Vogelgesang* was by far the best ship for any sailor to serve aboard, especially since it was my first ship.

During the mid-60s, I reported just four months before the "old lady of the fleet" deployed with DesRon 32 to the Gulf of Tonkin. Besides leaving the states, she had earned a reputable place of honor wherever she sailed. Her crews were also commended for their sense of duty and willingness to

serve. She served as flagship for many staffs, including DesDiv 322 and DesRon 28. She served her Navy and country well; those who served on *Vogie* will always remember her. Though she was put in a temporary standdown status, she still outlived any other FRAM in our Navy, while keeping up with the reserves.

With sadness, I attended her final passing last February. It's hard to say farewell for the last time to a ship I first reported aboard as a seaman apprentice and then, later, as a senior chief. She lived up to her motto—*Drauf Und Dran* (rough and ready)—and to the modern day motto, "If you're out of FRAMs, you're out of destroyers."—NCCS Thomas J. Snee

• *Thanks for your comments regarding our coverage and for sharing your feelings on USS Vogelgesang (DD 862)*—ED.

Reunions

• **USS Mellette (APA 156)**—Reunion May 13-15, 1983, Las Vegas, Nev. Contact Glenn Flenniken, 8975 Gramercy Drive, San Diego, Calif. 92123.

• **USS Yorktown (CV 5)**—Reunion June 9-12, 1983, Green Bay, Wis. Contact Robert R. Newcomb, Route 6, Box 2355, Rhinelander, Wis. 54501; telephone (715) 369-3984.

• **USS Essex (CV/CVA/CVS 9)**—Reunion June 14-18, 1983, Orlando, Fla. Contact Bob Morgan, 3841 S.W. 29th Place, Ocala, Fla. 32674 or Captain Horst A. Petrich, 621 Robens Road, Virginia Beach, Va. 23452.

• **USS Acheron (AKA 53)**—Reunion June 16-19, 1983, State College, Pa. Contact Emery Keck, 2318 Whitehall St., State College, Pa. 16801; telephone (814) 238-6251.

• **Naval Weather Service Association**—Reunion June 23-25, 1983, San Jose, Calif., for former or present members of Naval Aerology, and Naval Weather Service or Naval Oceanography Command. Contact Ken Cheshire, PO Box 8727 NPS, Monterey, Calif. 93940; telephone (415) 483-3280.

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Deployment in the Indian Ocean does have its compensations. A touch of home was brought to Seventh Fleet sailors when the DoD/USO tour visited their ships during the Christmas/New Year's holidays. The Dallas Cowboys cheerleaders (above) perform aboard the guided missile cruiser USS Bainbridge (CGN 25); the guided missile destroyer USS Waddell (DDG 24) keeps pace with the cruiser as they move through the Indian Ocean. Photo by PH2 Paul Soutar.



Northern Wedding • See Page 27